SEE INDEX IN BACK OF THE [illegible]

SOUTHERN DRY GOODS HOUSE

[illegible] IN 1832.

HENRICK & [illegible]

No. 7 North Front [illegible]

WILMINGTON, N. C.

Wholesale and Retail Dealers in and Jobbers of

FAPEN AND DOMESTIC DRY GOODS.

SHOES, HATS, [illegible]

[illegible]

DIRECTORY,

1867.

[illegible]

Additions to [illegible] being Constantly Received

PER [illegible] AND EXPRESS,

FROM OUR

JOBBING DEPARTMENT.

[illegible] Merchants will be supplied at Lowest Wholesale Prices.

[illegible] HENRICK, [illegible] No. 7. [illegible]

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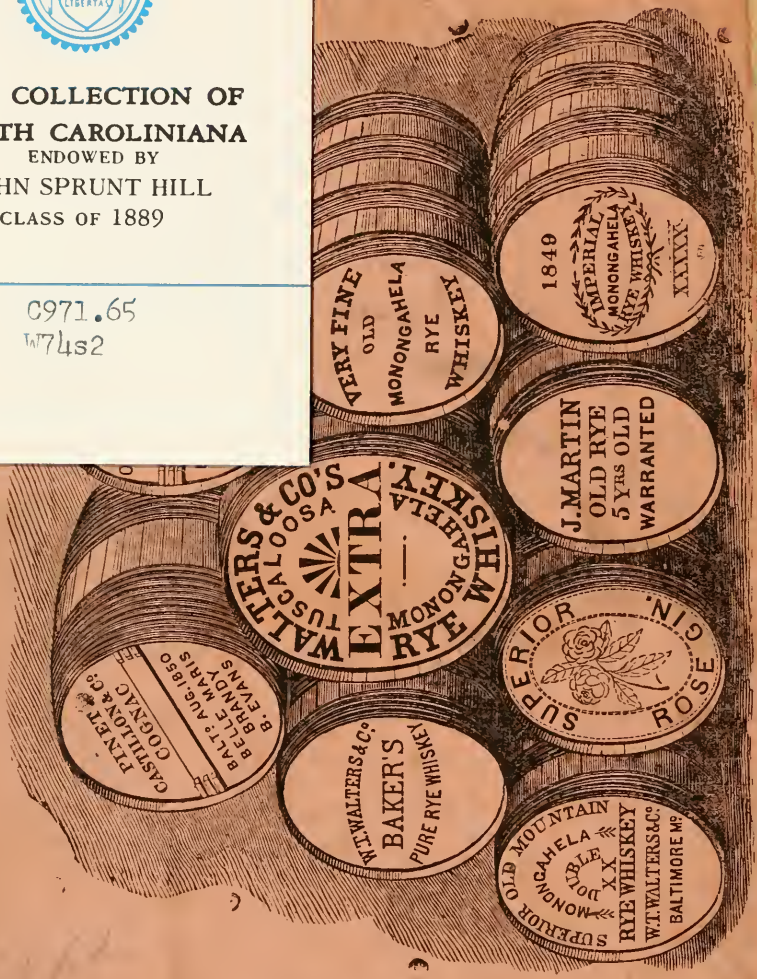
TIMORE.



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LIQUORS.

Sole Proprietors of the Celebrated

BAKER'S PURE RYE WHISKEY.

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Louis T. Moore
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HAAS & CO.,

Wholesale and Retail Dealers

IN AND MANUFACTURERS OF

MEN'S AND BOYS'

CLOTHING,

FURNISHING GOODS,

Boots, Shoes, Hats, Caps. Trunks, &c.

CLOTHING

Made to Order

In the latest and most approved
Style of the Fashions.

Goods Sold at Prices Lower than by Any Other House
IN THE CITY.

OUR JOBBING DEPARTMENT IS COMPLETE,

And wholesale buyers will do well to give us a call, at

and 10 North Front Str

LD STAND,)

HARRISS & HOWELL,

GENERAL

COMMISSION MERCHANTS,

No. 1 Murphy's Wharves, N. Water Street,

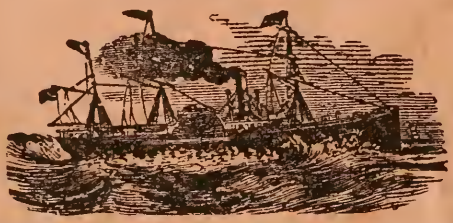
(BETWEEN PRINCESS AND CHESNUT,)

WILMINGTON, N.C.

AND

196 WATER STREET, NEW YORK

AGENTS FOR



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New York Line of Steamers

Liberal advances made on consignments to our New York House on Produce, which will be forwarded through free of commissions.

Consignments are covered by Insurance from ports and places in North and South Carolina, by Rail Roads, Steam [illegible]ats and Flats on the river to a shipping point, and [illegible] to New York.

[illegible]ipments should be co[illegible]
[illegible]ce from point[illegible]
[illegible]ough t[illegible]

DAVID AARON.

AARON & RHI

28

MARKET

WILMING

Wholesale and

Staple and F

CARROLL & CO.,

ERVERS,

er Packers, &c.,

T STREET,

ALTIMORE, Md.

D SOLE AGENTS FOR

ensed Milk,

ndensed Milk Company.

IN.

LIPPITT'S
CONFECTIONERY AND BAKERY,

No. 20 North Front Street,

WILMINGTON, N. C.

JAMES W. LIPPITT,

WHOLESALE AND RETAIL DEALER IN

French and American Confectionery,

WEST INDIA and DOMESTIC FRUITS,

CANNED FRUITS, PRESERVES, JELLIES, FINE WINES,

Imported and Domestic Cigars,

FINE SMOKING AND CHEWING TOBACCO,

CHILDREN'S CARRIAGES, WAGONS,

AND A GENERAL ASSORTMENT OF

TOYS.

My Manufacturing Department and Bakery is one of the most complete in the South and Customers can rely upon always finding fresh Candies, Bread, Rolls, Plain & Fancy Cakes, Jellies, Ice Cream, Crackers, &c., &c.

Plain and Ornamental Baking done for Weddings, Parties, &c.

THE TRADE supplied with Fresh Candies of my own manufacture and every variety of goods in my branch of business at the lowest wholesale prices.

M. M. KATZ & CO.,

WHOLESALE AND RETAIL DEALERS IN

Staple and Fancy Dry Goods,

MILLINERY,
BOOTS, SHOES, HATS, CAPS,
Furnishing and Fancy Goods, &c.

SILKS, MERINOS, ALPACAS, EMBROIDERIES,
Balmoral Skirts, Double Elliptic Skirts,
White Goods, and a General Assortment of
Ladies' Dress Goods.

LATEST PARISIAN STYLES OF

LADIES' HATS, BONNETS, RIBBONS,

—AND—

Millinery of all Kinds.

Our Stock is complete in every department, and is offered at rates as low as by any other house in the city. Great inducements offered to wholesale buyers. Purchasers cannot fail to be suited in superior goods and low prices at

NO. 26 MARKET STREET,

WILMINGTON, N. C.

SMAW'S

WILMINGTON DIRECTORY

COMPRISING A

General and City Business Directory,

AND A

Directory of Colored Persons,

TO WHICH IS ADDED

A Complete Historical and Commercial Sketch of the City.

COMPILED BY

FRANK D. SMAW, Jr.

"Speak of me as I am; nothing extenuate,
Nor set down aught in malice."

PUBLISHED BY

FRANK D. SMAW, Jr.

No. 7 North Front Street,

WILMINGTON, N. C.

PREFACE.

After several months of unceasing toil, and having labored under the many difficulties incident to a task of the kind, the publisher is pleased to present to the public the Second Volume of the Wilmington Directory.

In doing so he would state that, in order to keep pace with the rapid advancement of the city, no necessary expense has been spared and every energy has been exerted to render it a work handsome in style, complete in arrangement, and correct and useful in all its detail.

In its contents will be found an Historical and Commercial Sketch of Wilmington, from the earliest date of its existence to the present time. This sketch has been prepared by a gentleman fully qualified to execute the difficult task, at a large expenditure of labor, and after a careful research into all records tending to develop any facts in relation to the city.

Every attention has been paid to its general arrangement, all useful information applicable to a work of the kind has been carefully compiled, and it is hoped will prove correct and valuable to all.

The new system of numbering, as recently authorized by the city government, will be found in its columns, with an explanation of the same attached.

"He that hath much to do will do something wrong," is an old maxim; but it is confidently believed that the present volume has acquired as great a degree of correctness as is attainable in an undertaking comprising so many difficulties.

With an earnest wish that the Directory may prove fully equal to the expectations formed of it, and with many thanks for the kind patronage bestowed upon the past and present editions, he trusts that each successive volume will merit the same kind favor so generously awarded the preceding ones.

FRANK D. SMAW, JR.,

Compiler and Publisher.

820692

EXPLANATIONS OF MAP.

The following diagram is intended to represent the position of the principal streets in the city and to illustrate the Decimal System of numbering as recently adopted by the City Government and which the compiler of the present volume was authorized by that body to execute. The plan known as the Decimal System of numbering, is as follows:—

One hundred numbers are allotted to each opposite square, each square commencing with a new hundred, thus—We commence at the foot of Market Street and No. 1, and continue upwards as far as the number of buildings will permit the figures to run. At the corner of Front street (on Market), the numbering will commence with 100 and continue as before. At the corner of Second street the number will be 200, &c.

The even numbers are placed on the left hand and odd numbers on the right hand side of each street, beginning at the starting point and running in the direction of the terminus of each street. Numbers properly arranged suggest distances to the mind, but when improperly placed lead to confusion, thus it will be seen that the number 100 on Market street, corner of Front will readily designate the distance from Water street, (the starting point of Market) to be one square from Water, the number 200 on Market, corner of Second, to be two squares &c.

The city is divided into four Wards, as follows:

The 1st Ward embraces all that portion of the city north of the middle of Market Street and east of the middle of Third street.

The 2d Ward all that portion north of the middle of Market and west of the middle of Third Streets.

The 3d Ward all that portion south of the middle of Market and west of the middle of Third.

The 4th Ward all that portion south of the middle of Market and east of the middle of Third.

All Streets designated as north and south—streets run north and south and cross Market street.

Ashe
Smith No. 1500
Howard No. 1400
Taylor No. 1300
Nixon No. 1200
Swann No. 1100
Harnett No. 1000
Bladen No. 900
B'swick No. 800
Hanover No. 700
C'pbell No. 600
R. Cross No. 500
Walnut No. 400
Mulb'y No. 300
Chesnut No. 200
Princess No. 100
Market No. 2
Nutt Street.
North Water Street. 2
No. 1501
No. 1401
No. 1301
No. 1201
No. 1101
No. 1001
No. 901
No. 801
No. 701
No. 601
No. 501
No. 401
No. 301
No. 201
No. 101
No. 1
N
S
No. 1200
No. 1100
No. 1000
No. 900
No. 800
No. 700
No. 600
13th
12th
11th
10th
9th
8th
7th
MARKET STREET.
FIFTH STREET.
No. 400
No. 300
No. 200
No. 100
Front
2nd
3rd
No. 401
No. 301
No. 201
No. 101
1 South Water Street.
Market No. 1
Dock No. 101
Orange No. 201
Ann No. 301
Nun No. 401
Church No. 501
Castle No. 601
Queen No. 701
Wooster No. 801
Dawson No. 901
Wright No. 1001
Meares No. 1101
Marsteller
No. 2
No. 100
No. 200
No. 300
No. 400
No. 500
No. 600
No. 700
No. 800
No. 900
No. 1000
No. 1100
No. 1201
No. 1101
No. 1001
No. 901
No. 801
No. 701
No. 601
Surry Street.
CAPE FEAR.

19 **WEBB'S** 19

SALOON AND RESTAURANT,

H. WEBB, Proprietor,

IMPORTER OF

Choice Wines, Brandies & Cigars

A Full Supply of the Finest Imported and
Domestic Liquors of all kinds
always on hand.

OYSTERS

And other delicacies in their respective seasons.

No. 19 Market Street,

WILMINGTON, N. C.

L. B. HUGGINS. JAS. B. HUGGINS.

HUGGINS & CO.

Wholesale and Retail Dealers in

GROCERIES,

PROVISIONS,

WINES, LIQUORS,

WOOD AND WILLOW WARE,

CROCKERY,

BOOTS, SHOES,

DRY GOODS,

&c., &c.

A complete assortment of every class of Goods in our line. Families furnished at the lowest market rates. Our Stock is unsurpassed by any house in the City.

WHOLESALE BUYERS

Who study their interest should examine our Stock. The Trade Supplied at Lowest Wholesale Prices.

Nos. 201 & 203 Market St.,

S. E. COR. SECOND,

WILMINGTON, N. C.

HISTORICAL

AND

COMMERCIAL SKETCH

OF

WILMINGTON, N. C.

BY

J. T. JAMES.

HISTORICAL AND COMMERCIAL SKETCH

OF THE

CITY OF WILMINGTON, N. C.

As a preface or introduction to a work of this nature, it would not be inappropriate to trace the history of the place itself, from the date of the earliest authentic records, up to the present time, giving, as nearly as is possible, a complete sketch of the commercial growth and prosperity of the city. Such is the aim of the present writer, who hopes that this article may prove of interest to all—to the general reader, as well as to him who is more nearly allied to the mercantile interests of the city.

And yet, the task is no easy one. Bancroft, in his History of the United States, bitterly complains of the carelessness manifested in preserving the ancient records of the history of North Carolina. The reproach is a well merited one, and to no section is it more applicable than to that of the Cape Fear. The history of its past is almost a traditional one. Records, such indeed as they were, have nearly all been lost or destroyed, and those who could have furnished us with some gleanings from their own youthful recollections, have all passed away from the scene. Other States, and, indeed, some portions of our own State, have had their historians,—men who, while actors and records still existed, have endeavored to preserve somewhat of the illustrious past for the benefit of future ages. But, alas! the Cape Fear has never had its historian. Rich and fruitful as its past must have been in themes of interest and adventure, of daring and of patriotism, it has never yet had its recording scribe. Our public records, meagre and imperfect as they are, are fast yielding to the encroachments of neglect and decay, and the private family traditions from which much might yet be gained, are gradually, yet surely, passing from the minds of men. Will not the filial hand of some son of the Cape Fear yet endeavor to gather the scattered sheaves, and bind them together for the benefit of his own and his friends' posterity? The field is ample, and although the soil is in some parts unfruitful, yet patient care and toil will, in the end, most assuredly succeed, and reward the laborer with a work that would be invaluable to the denizens of the Cape Fear region.

The City of Wilmington, the capital of New Hanover County, and by far the largest and most principal business mart in the State of North Carolina, is situated upon the east bank of the Cape Fear river, about

twenty-eight miles from its mouth, and just below the confluence of its two branches, the North-East and the North-West Cape Fear. It is in latitude 34° 12′, and in longitude about 77° and 56′. It is surrounded on the north, east and south by high, sandy regions of country, covered with a luxuriant growth of pitch pine. These regions are varied, occasionally, with an intervening piece of low ground, through which generally flow small streams, and which are covered with a matted, tangled shrubbery. Nearer the ocean, however, which is distant in a straight line, in the nearest places, not more than seven miles, the quality of the soil is far different. Dense swamps of hickory and oak, covered with clinging mosses and creeping parasites, and rich hammock lands, bordering upon the Sound, afford as productive a soil for vegetation as can be found in the entire State. To the west stretches away Eagles' Island, one immense swamp, partly cleared and devoted to the culture of rice. This Island, in the spring, is surpassingly beautiful to the eye,—covered, as it is then, with its tender crop of verdure, and with its lofty forest trees entwined from root to brow with the honeysuckle and the jasmine. To the florist and botanist no section of country, for hundreds of miles around it, can boast of more attractions, and to the more practical eye of the planter, no spot of land in the South is better calculated for the production of the great Southern cereal.

The city itself is situated upon the high hills immediately opposite the north-eastern end of Eagle's Island. Its climate is noted for its health and salubrity, which are greatly enhanced by the pine smoke arising from the numerous distilleries and manufactories upon the river banks, and by the refreshing sea breezes from the east and the south, bringing with them as they come, the healthful aroma of the pine. The streets are regularly and neatly laid out, with wide and commodious side-walks and with the most ample room for vehicles. The soil is of sand, with a thick strata beneath of limestone, or conglomerate rock. Percolating through the sands, and finding outlets in numerous natural drains, can be found, always, clear streams of the purest and softest water. These streams, or drains, form of themselves, numerous natural sewers, and go far towards maintaining the inherent health of the city. The high situation, the softness and salubrity of the climate. and the beauty and safety of the harbor undoubtedly caused the early settlers to select this as the site of the future town.

The first attempt to establish a settlement upon the Cape Fear coast was made in the year 1660 by a party of Puritan emigrants from Massachusetts, who advanced up the river in a little bark, and landed at a point at, or near the union of Town Creek with the Cape Fear, and about

nine miles below Wilmington. Ignorant of the nature of the soil, adapted peculiarly to them the unknown staple of rice, they endeavored to establish upon the low lands grazing farms. Equally unable, through ignorance of their qualities to turn to advantage the immense quantities of pine which overshadowed the upland hills, the settlers soon became disheartened, and, after three years of fruitless attempts, having suffered severely from distress and disease, and from the encroachments of the Indians, whom they had failed to conciliate, they bent the sails of their little bark, and the settlement was abandoned to the Indians.

During October of the same year (1663) another vessel arrived in the Cape Fear, this time for the purpose of reconnoitering the country. This expedition was sent from Barbadoes, and after exploring the river as far as Stag Park on its north-eastern branch, returned to Barbadoes in February, 1664, with a highly favorable account. In the autumn of the next year (1665) an English baronet, Sir John Yeomans, arrived in the Cape Fear with a band of colonists, and landed at a spot very near the site of the former settlement, and on the north side of Town Creek, on the plantation now owned by Thomas Cowan, Esq. They established there a settlement, and purchased of the Indians a tract of land thirty-two miles square, which was soon after erected into a county, and called Clarendon, and of which Sir John Yeomans was appointed Governor. The colony rapidly prospered; a profitable trade was established between Old Town and Barbadoes in the exportation thence of boards, staves, etc., the public affairs were managed with prudence and discretion, emigrants began to arrive in numbers, and the little settlement was fast claiming for itself the dignity and proportions of a town. Such was its growth that in 1666, one year after its first foundation, the settlement is said to have contained upwards of 800 inhabitants. In 1671 Sir John Yeomans was appointed Governor of what is now the State of South Carolina, but was then known only as the County of Carteret. He removed thither in the same year, and was followed by a large number of the inhabitants of Old Town. From this time may be dated the gradual decline of the settlement, until in 1689 not a single white man remained behind. All was desolation and silence, and the Indians were again left in undisputed possession of the land.

From this date, 1689, until the year 1725, a period of thirty-six years, both traditional, and our scant historical records are remarkably reticent. Some old and curious accounts there are of the disrepute into which the Cape Fear river had fallen, on account of the two unsuccessful attempts which we have mentioned, at colonization, and there are many interesting traditions of the celebrated pirates, Richard Worley and Steel Bonnet, who,

it is said, made it their headquarters, yet nothing definite is known until the year 1725, when Col. Maurice Moore,* having received from the Lords Proprietors a grant of fifteen hundred acres of land on the west bank of the river, proceeded to lay off three hundred and sixty acres of it into a town. The site selected was a high bluff, overhanging the river, about sixteen miles below Wilmington, and was called by him Brunswick, in honor of the then reigning family. The lots of the little town were soon apportioned off, and settled upon by numerous emigrants; forests were felled, agriculture was productive, commerce was opened, and the town of Brunswick soon became a place of great repute. So much so, indeed, that not only the sturdy emigrant, bearing his axe and rifle, but many men of refinement and genius, and of literary tastes, were attracted to its hospitable port. It was the source from whence Wilmington afterwards drew, not only its agricultural and commercial energy, but the wit and genius, and hospitality which so ennobled it in after years. In 1736, we find there many names which have become familiar, even to this generation, and which, we can proudly say, have been most worthily perpetuated. Among the most prominent of these we find Samuel and John Swann, Edward Mosely, Alexander Lillington, John Baptista Ashe, the elder Cornelius Harnett, William Hill, William Hooper, Gen. Thomas Clark, Chief Justice Allen, William Dry, Archibald Maclaine, the Eagles, the Quinces, James Hasell, Robert Halton, Armand De Rosset, Benjamin Heron, Rev. Richard Marsden, Capt. Edward Hyrne, Col. James Innes, Col. Thomas Merrick, the Claytons, the Rutherfords, the Rices, the Rowans, the Watters, the Strudwicks, ~~besides many others~~, accomplished gentlemen and erudite scholars.

But, alas! Port Brunswick has become now a thing of the past; its hospitable roofs have fallen and decayed, and now lie mingled with the same earth which covers the once joyous inhabitants. Nothing now remains as a vestige of the past, but the grim and sturdy walls of the old English church, which have alike resisted the touch of time, and the shot and shell of the Federal bombardment.† Its old walls seem, indeed, immutable to decay. Old Brunswick is reckoned as "one of the things that were," and where was once its peaceful homes and quiet retreats can now be seen only the guns and fortifications of Anderson.

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* Col. Maurice Moore is said to have been a lineal descendant of the great Irish patriot, Roger Moore, and of Sir John Yeomans. His brother was the celebrated "King Roger," so familiar, by tradition, to many native Wilmingtonians. There are many descendants of this family living in and near Wilmington at the present time.

† It is a somewhat memorable circumstance, that during the terrific bombardment of Fort Anderson by the Federal fleet, on the day and night of the 18th February, 1865, not a shell or even the fragment of a shell struck the old church, although its walls frowned upon the gunboats from the immediate rear of Anderson.

The year 1730 may be considered as the natal year of Wilmington. In that year the first signs of habitable life were seen upon the hills where now is the prosperous city of Wilmington. In that, and in the following year, some few houses began to spring up, which soon increased to a straggling village, and which was called Newton and sometimes New Liverpool. In 1733 John Watson, James Wimble, Joshua Grainger and Michael Wiggins entered into an agreement to lay out a town, and a survey was accordingly made. In 1735, John Watson received a grant for six hundred and forty acres, which included the village, under the name of Newton. On the 13th of May, 1735, a "Court of Exchequer" was first held at "Newton, a small village."

In 1738 the Legislature enacted that circuit courts should be held in Newbern and Newton. In 1739, at the instance of Gov. Gabriel Johnston, its name was changed, by legislative enactment, from Newton to Wilmington, in honor of Spence Compton, Earl of Wilmington, the friend and patron to whose kindness Gov. Johnston was indebted for his position. The act permitted the town to send a member to the Lower House, and directed the Clerk of the Court and Register, and the Naval Officer and Collector, to remove from Port Brunswick to Wilmington. On April 2d, 1745, the Legislature passed an act for building a fort at the mouth of Cape Fear river, as a protection from the French with whom the English were then at war. This fort, mounting twenty-four guns, was soon erected at where is now the town of Smithville, and was called Fort Johnston in honor of the Governor.

From this date until the period of the Revolutionary War the sister towns of Wilmington and Brunswick seem to have advanced with almost equally prosperous strides. From the date of the war but little is known relative to the mother town. The superior advantages of Wilmington as a commercial port, situated, as it is, at the junction of the two rivers, and possessing a harbor more highly protective to the small river craft than did Brunswick, may account for its greater prosperity. It seems that Brunswick was gradually abandoned, until at length its vitality had all departed, and its strength and resources were absorbed by the younger town.

In 1738 the Parish of St. James embraced the whole of New Hanover County. There was then no parish church and from that period until 1747 our ancestors worshipped in the Court House. In the latter year Michael Wiggins presented them with a lot, (the same as the present) on which was afterwards erected St James' Church. This building, it appears, was nineteen years in course of completion, and, when finished, was a huge, barn-like structure of brick, without ornament, but of most

ample accommodations within. It was afterwards pulled down in 1839 to make room for the present handsome edifice.

In November, 1748, several Spanish privateers sailed up the river some distance and committed many depredations. On retiring, one of them was accidentally blown up, and what that could be obtained from the wreck was devoted to the benefit of the churches of St. James and St. Philip's at Wilmington and Brunswick respectively.

In 1750 the Legislature appointed inspectors for export produce.

About this period (1750) it appears that Wilmington suffered often and disastrously from fires. There was no fire-engine in the place and the citizens were compelled to depend upon their own individual resources in the case of a visitation. It was not until the year 1775 that an engine was introduced into the town.

The statement of Daniel Dunbibben, Treasurer of the town in 1756-57 shows a public revenue of £54 16s.

In 1758 sixty persons owned houses in the town, valued, in the aggregate at £6,625. In 1760 the Assembly countenanced lotteries for the first time, for the benefit of the churches in Wilmington and Brunswick. In 1762 the population of the place approximated one thousand persons.

February 25th, 1760, the citizens were granted a charter erecting Wilmington into a borough, incorporate, to consist of a mayor, a recorder and eleven aldermen. John Sampson was chosen mayor and Marmaduke Jones, recorder. Among those elected as aldermen we notice the names of Cornelius Harnett, Dan Dunbibben, Arthur Mabson, Sam Green and Moses John De Rosset. The borough had power to enact its own laws, and to send a representative to the General Assembly. Yet it seems that a portion, at least, of this charter, must have been subsequently set aside, as we afterwards find the names of five gentlemen chosen as *Commissioners*. In 1762 a law was passed establishing Superior Courts in the districts of Edenton, Wilmington, Newbern, Halifax and Salisbury. From the records of the Common Council dated January 29th, 1765, we extract the following which is most earnestly recommended to the careful consideration of the 40th Congress. "Resolved—That the party speaking shall not leave the subject in debate to fall upon the person of any member of the Common Council, or other person."

In September, 1761, a violent equinoctial gale raged along the Cape Fear coast. It lasted four days and was very disastrous in its effects. Several houses were blown over, and all of the vessels then in the river, with one or two exceptions, were driven ashore. Such was the fury of the storm that the waves forced open a new passage from the river to the ocean, and New Inlet dates its existence from that time.

On September 1st, 1764, the first newspaper ever published in this section was issued. It was called the North Carolina Gazette and Weekly Post Boy, and was edited and published by Andrew Stewart.

In August, 1774, the citizens of Wilmington sent to the relief of the people of Boston, who were then suffering many privations from the arbitrary enactments of the British, a large sum of money and a vessel loaded with provisions. The vessel was tendered free of cost by Parker Quince, Esq., and the captain and crew refused to receive any compensation whatever for their services.

And now our sketch approaches the first grand era of American National History—the contest for independence between thirteen feeble colonies, and the strength and resources of the most powerful government then existing upon the face of the earth. And in this, as in aught else of valor and of patriotism, the escutcheon of our city is a spotless one. During the long years that tried men's souls, it was borne through the fiery brunt of battle and the still more terrible ordeal of suffering and of want, and no stain was found upon it. Held aloft by her sons amid the terrible scenes at Mexico, its original splendor was still undimmed. And now, at the close of the four long years of a warfare unexampled in this Western World, it is still held on high, and not even the eye of envy or of malice can find a tarnish there. Prostrated, robbed and crushed as we are, that shield is still as bright, as pure as ever, and as immaculate in its snowy whiteness as if an angel's wing had fanned its polished surface.

North Carolina has truly and justly claimed precedence of the colonies in a Declaration of Independence, for at Charlotte, in Mecklenburg county on the 20th day of May, 1775, was drawn signed and sealed, a declaration of her own independence. Yet the Cape Fear, as a section, must even take precedence of North Carolina as a State. When, in 1765, the news of the passing of the Stamp Act was received here, it was bitterly opposed and denounced, and when, in the following year, the British Sloop of war, Diligence, arrived in the Cape Fear river, laden with the stamps, she was peremptorily refused permission to land them, and all intercourse with the shore was denied her. Col. John Ashe of New Hanover and Col. Hugh Waddell of Brunswick, each with his company of hardy yeomanry behind him, stood at the quay at Brunswick to meet them. At their demand the captain of the Diligence promised not to attempt to land the stamps. They then seized the enemy's boat, and raising a mast and flag, placed it upon a cart and proceeded in triumph to Wilmington. There were few houses in the town that night too poor to illuminate. At the head of the people, Col's. Ashe and Waddell the next day besieged the Governor's house and demanded that James Houston the

stamp master be delivered to them. Intimidated by their demands and threats Tryon complied, when Houston was conducted to the Market House, and in presence of the whole people made to swear never to execute the act.

Shortly afterwards the Stamp Act was repealed, yet, it had been better for the British Government had it never been born. It fanned into life those seeds of independence inherent in the Southern breast, and which begot bold dreams and ambitious thoughts that eventually culminated in American Independence.

On June 19th, 1775, the citizens assembled together and unanimously entered into an association, whose avowed object was resistance, by an appeal to arms, to the forces of Great Britain. A committee of safety was appointed by them which remained in office until February, 1776. The actions of this committee were marked by the highest degree of vigor and prudence, and of foresight in collecting and arranging the means of defence to the British arms. Their precautions were not premature. War was imminent. Occupying as they did, a revolutionary aspect, and aware that they were, at any day, liable to attack from a British squadron, the patriots of the Cape Fear did not hesitate to cast the die. They knew that Fort Johnston was the key of the district; they knew that it was defended by British bayonets, and they knew, too, that therein Gov. Martin, the executive head of affairs in the State, had taken refuge. They knew, moreover, that the guns of the British war vessel Cruiser, commanded the place. Yet, in the face of all this, it was determined that Johnston should be reduced. Completely cowed by the menaces of the colonists, Martin caused the guns and stores of the fort to be removed to the Cruiser, and was himself preparing to follow, when, on the 18th of July, Col. John Ashe appeared before the walls. Martin fled to his ship, and the works at Fort Johnston were burnt and destroyed under the very guns of the British vessel. Ashe, with his gallant band returned to Wilmington.*

"Thus, nobly, upon the Cape Fear, closed the first act of the drama, and when the curtain rose again, George, by the grace of God, King, was King no longer, but the Constitution reigned, and the free people of North Carolina governed themselves."

Thus far we have endeavored to trace correctly, as nearly as is possible, the early history of Wilmington. Historical facts and traditional

* In his Southern History of the War, Mr. Pollard, moving in Mr. Jefferson's footsteps, has ascribed to Virginia the honor of the first motion for the independence of the colonies, and dates it as a *motion* made in *Congress*, June 7th, 1776. He either forgets, or does not know, that a *motion* of a different nature, but looking to the same end, was made, as is recorded above, long before the date he speaks of, and that North Carolina, alone and unaided, actually seceded from the British Crown over a year before the delegates from Virginia moved in Congress that it should be done.

records have been gathered here and there and blended into one whole. What has been written may be fully relied upon. It is a correct although an incomplete sketch, and is probably, the only one extant devoted solely to the one purpose. From this period the Revolution branches off, and the history of the Cape Fear section becomes blended with the history of the common country. Martin, Williamson, Jones and many others have portrayed events too well and too graphically for this poor pen to attempt to follow them.

In the war of 1812, and in the war with Mexico, Wilmington was not behindhand in her zeal in the cause of the national pride and of the State patriotism. Well indeed may the bloody heights and plains of Monterey, Buena Vista and Palo Alto, and many others, cry aloud to those of the Revolution, "Behold me; I am worthy of you." And well may the generation now living revert with pride to the battle-fields of Mexico.

And in the later days, in the days of the drama which has just passed from the stage, and now, while yet every event and every act is still fresh upon our minds, and during the quiet which reigns between the close of the last scenes and the echoing applause of the world, let us pause to inscribe some tribute to the memory of those who are of us, yet not with us. "The bravest of the brave" that sleep upon the battle-fields of the Revolution, or who, sword in hand, fell upon the heights of Monterey, can claim no prouder place in history than can the humblest of the sons of the Cape Fear region, who died to prove that they were right. Though crushed and humbled, though defeated and maligned, yet history shall proudly point to those "four bitter years," and tell how men can fight and men can die. Born and bred in the South, and descended from the heroes of the past, no other incentive was needed to arouse their own inherent patriotism than the cry of their State in distress. That mother cry could not pass unheeded, and the old and young, the rich and poor alike sprang forward in the hour of need. They left their peaceful homes and quiet pursuits for the hardships of the camp, and the uncertain fate of war. Had there been appealing voices from the desolated mother and sister, it could not have restrained them. Thank God, there were none. The women of the South, forever and ever honored be their names, shed no useless tears of remonstrance or regret, but with a firm hand, although the soul was trembling, and with a dry eye, although the heart was weeping, they bound about their loved ones the sword and bayonet. And even in the hour of parting, they smiled amid their tears, although the prophetic eye of love told them they were looking their last. They left us full of life and vigor, and all of the glorious hopes and aspirations of youth. But few returned in life, and those few how changed. Some are amongst

us now full of the same vigor with which they left for the war,—but the many move painfully along. The empty sleeve and the wooden leg tell what they have undergone. But the great many came back to us no more in life. The chaplet may adorn their names, history may blazon their deeds, and the pitying eye of friend and foe alike may weep over their pulseless forms, yet to those who grieve all must be in vain. They sleep and sleep well, for they labored truly and steadfastly to the end. Revered are their names, and hallowed be forever the earth which covers them.

Wilmington has, indeed, suffered much, and deeply. Many of her sons of high promise and of sterling worth, of spotless character and of unimpeachable integrity, have passed away from the earth, and live now only upon the tombstones of Oakdale, and in the memories of the bereaved ones. There may be found the names of Meares, Parsley, Cowan, Van Bokkelen, Wooster, Craig, Moore, Quince, Stevenson, Ellis, Garrison, Martin, De Rossett, Rankin, Lewis, McRee, Barr, Peacock, Shackelford, Armstrong, MacRae, Wright, Johnson, Thally, Jacobs, and a host of others, whose names and deeds reflect undying honor upon the section from whence they sprung. *Sic transit gloria mundi;* but the glory which will be theirs at the awakening shall never pass away.

A short sketch of Wilmington, during the late war, and of the part which her gallant sons bore in that memorable struggle, would hardly prove amiss here. Although the State did note secede until the 20th of May, 1861, yet more than a month before that she had been committed to the act. The news of the bombardment and capture of Fort Sumter, by the Provisional forces, on the 14th day of April, was too much for the equanimity of the Southern mind. Fired with a patriotic zeal in the service of the State, and fearful that Forts Caswell and Johnston, at the mouth of the Cape Fear, would be seized by the enemy, the young men of Wilmington rushed to arms. On April 15th Col. John L. Cantwell, then commanding the 30th Regiment North Carolina Militia, was ordered, with the volunteer companies attached to his command, to proceed to Smithville and Caswell, and to occupy the forts there. This order was countermanded the same day, but the next a final telegram arrived from Governor Ellis, directing that his previous order be at once put into execution. On the morning of that day (the 16th,) four volunteer companies from this city, the Wilmington Light Infantry, Capt. Wm. L. De Rossett; the Wilmington Rifle Guards, Capt. O. P. Meares; the German Volunteers, Capt. C. Cornehlson; and the Cape Fear Light Artillery, Capt. John J. Hedrick, embarked for the forts below. This, and the almost simultaneous seizure of Fort Macon, in Beaufort Harbor, was the signal

for the revolution in North Carolina. It is certainly a noteworthy fact, that the news of the secession of the State from the Federal Government, and the call upon her sons to arm themselves, was first made known to the pioneer troops of the Cape Fear, on the parade ground at Fort Caswell.

After the seizure of the forts other troops soon began to arrive, and gradually the Wilmington companies were relieved. The Wilmington Light Infantry were first detached and sent to Confederate Point to build a battery there, which should command New Inlet bar. This battery was built, and was by them called Bolles' Battery, in honor of Captain C. P. Bolles, the engineer who superintended its construction. During the month of June, the Rifle Guards and the German Volunteers were relieved by other companies, and were sent to Wilmington to recruit their ranks, preparatory to entering into a regimental organization for the great and final struggle to come, Here they remained about two months, and having been fully recruited, were soon afterwards, together with the Wilmington Light Infantry, numbered as a portion of the 18th Regiment North Carolina Volunteers, officered by election, by James D. Radcliffe as Colonel, O. P. Meares as Lieutenant-Colonel, and George Tait as Major. The fourth of the pioneer companies, the Cape Fear Light Artillery, were in July relieved from duty at Fort Johnston, where they had been stationed, and were sent to Zeke's Island, opposite Fort Fisher, to assume charge of the works there. This company was afterwards furnished with field batteries and sent to Virginia, under command of Capt. James D. Cumming, and their former commander, Capt J. J. Hedrick, having received his majority, was sent to Fort Fisher to assume command of the works in course of erection there.*

In the meantime, troops were assembling from all parts of the State, and offers of service from the most distinguished men were daily laid before the Executive. An Advisory Board was appointed and Warren Winslow, J. A. J. Bradford and H. W. Guion were its members.—This board, composed, at the time, the War Office of North Carolina. It was subject only to the supervision of the Governor, and all applications for commissions or appointments were laid before it. Incompetent, as its members were, to fill the position assigned them, this Advisory Board soon fell into great disrepute, and those who were able to offer either men or money for the benefit of the common cause soon found the shorter road of direct appeal to the executive ear. It was then that John

*I have spoken of these four companies only of all the troops from Wilmington, not because they are entitled to more credit than pertains to others, but because they were the pioneer companies of this section, were formed at the outset exclusively of Wilmingtonians, and gave eventually to the war some of the proudest names that this region can boast.

W. Ellis, enfeebled in health, and worn by the toil and responsibilities devolving upon him, sank beneath the burdens of his office. He died in harness; died at his post of duty. His name is still dear in the memory of those who knew him, and the sons of the Cape Fear, in common with the whole State, proudly cherish his record. Green be the chaplets above his tomb, and revered his memory for ever and for ever.

Upon the demise of the Governor, Henry T. Clark, in virtue of his office as President of the Senate, assumed the gubernatorial chair for the remainder of the term for which Gov. Ellis had originally qualified. At the expiration of that term Zebulon B. Vance, then Col. of the 26th North Carolina Regiment, was chosen by the people as their State Executive. And well and nobly did he fulfil the duties assigned him. That he acted well, let the records of the history of North Carolina tell; that he acted nobly let the tale of the sufferings and privations of himself and family bear witness. He still lives, a witness himself of the terrible times through which the State has passed. And when, hereafter, the historian shall speak of the names of those who suffered or died for the liberty of the South, that of Zebulon B. Vance shall tower proudly amid them all.

Yet, the Cape Fear river, although unmolested until near the grand final close of the great war, was, in itself, one of the "back bones of the rebellion." It was, in fact, one of the connecting links between the Confederacy and the outside world. Here the blockaders found their quiet, and here they disgorged the wealth of stores and munitions with which they were laden. Here was eventually established the Great Southern Mart, and merchants from every direction flocked to Wilmington.

The importance of this port as a post, was not, it seems, lost upon the Confederate Government, even as early as the first year of the war. Generals Gatlin, Anderson and French were successively placed in command. New works were projected, new fortifications built, and requisitions were made upon the War Department for men and material for the construction of these defences. Yet the work soon lagged for the want of energy and skill in those commanding the department, and it was not until November, 1862 that it was commenced in earnest. In that month General W. H. C. Whiting, by order of the War Department, assumed command of the post and the supervision of the defences of the Cape Fear. Then was the work commenced with vigor. Himself a skillful engineer, and possessing but few compeers and no superiors in his own profession, the practical eye of Whiting soon laid out the defences of the place. The works at Fort Fisher were vigorously urged forward to completion. Smith's Island was cleared, and the foundation of Fort

Holmes established. Fort Pender, at Smithville, was built, and soon the guns of Fort Anderson, first called Fort St. Phillip, the last great work of the defences which yielded to the Federal hands, frowned from the heights of old Brunswick.

The plans laid out by Whiting for building the defences of the Cape Fear, called forth the warmest commendations from those to whom the erection of those defences was entrusted. His own energy and skill seemed to have reproduced themselves in the minds of those employed to carry out the designs of his master intellect, and steadily and surely the works progressed. No means were spared, and no labor, either mental or manual, was begrudged, that could contribute to the defence of the river. Day by day the work went nobly on, and month by month new additions were made to the defensive strength, until at length numerous guns looked forth threateningly to the sea from the five principal forts of the river. Yet, even here, the good work was not allowed to cease. The larger forts served as nuclei around which to rear others of formidable resources, torpedoes and sunken obstructions were placed in the river, batteries frowned from almost every bluff, and the city itself was begirt with a chain of entrenchments that, even to the veteran soldier, would appear almost impregnable, so formidable were they in their strength.

When this and many other generations shall have fallen asleep in the bosom of their mother earth, these works will still remain as monuments of the zeal and patriotism of the sons of the Cape Fear region.

Of vast importance to the Confederacy, and ranking justly as one of its chief strongholds, it is strange that Wilmington should have escaped attack until the last year of the war. The nature of its coast, and the strength and durability of the fortifications below, were enough, however, to deter the hazard of an attempt, and it was not until December 23d, 1864, that the enemy dare venture before the guns of Fisher.

On that memorable day the federal fleet appeared in the offing opposite the fort and that night, about two o'clock, Butler's Yankee toy, the powder boat, was exploded near the works, with no other effect, however, than that of affording the Confederates upon the parapet a beautiful display of fire works, gratis. The next day the federal war vessels, fifty-two in number, ranged themselves in line of battle opposite Fisher, and about noon opened a most furious bombardment. The fort replied slowly, but steadily, until at length, after five hours of uninterrupted contest, the enemy's fleet retired. The next day the bombardment was resumed with redoubled fury, and with a terrible energy, unprecedented in the history of the world. The action is described as a most terrific one. Shot and shell

were literally hurled *en masse* at the fort, and the air was filled with the shattered iron hail. Yet the gallant defenders stood manfully at their posts, and hurled their defiance back to the bombarding fleet. In the midst of the fight the enemy effected a landing at Anderson Battery, at the head of the Sound, and advanced to the attack of the fort. Their assault was assisted by an increase of fire from the fleet, which endeavored to prevent the Confederate infantry from manning the parapet to resist the expected attack. This was the period of the greatest excitement within the walls of Fisher. Yet there was no shrinking of those firm hearts. The brave Gen. Whiting and the gallant Col. Lamb, the commandent of the fort, were, themselves, the first at every post of danger. Two more gallant spirits than those of Whiting and Lamb never yet met together for defence against a common foe. Encouraged by the noble example of their leaders, the men swarmed to the parapet, and the enemy was driven back to his entrenchments. At night the fleet ceased firing and drew off, and soon afterwards the entire land force was withdrawn, and the next day both war vessels and transports were headed to the North. The fort had conquered, and after the most terrific bombardment the world had ever known, the Federal fleet, having expended over twenty thousand shot and shell in the futile attempt to reduce Fort Fisher, was compelled to retire, branded with defeat.

The news of the repulse of the Federal fleet brought great relief to the aching hearts and anguished minds of those who were left in Wilmington. Christmas Eve and Christmas Day had been fraught with sorrow to many and with joy to none. But when the glad news came on that happy night that the Fort was still ours, the reaction was great, and pæans of joy and happiness arose upon the Christmas air. The defence was a gallant one, and, under the intrepid Whiting and Lamb was due mainly to those of the Cape Fear region. "Boys were men in those days," so the gallant Whiting declared on his return from Fisher. Where men dare show themselves the Junior Reserves of the 4th, 7th, 8th and 9th battalions were to be found. There was no shrinking with them; no faltering because of the trembling hand and weeping eye of the mother and father at home. No duty was neglected, no personal danger avoided, but with a firm trust in the goodness of their God and the justice of their cause, those beardless boys stood forward in the hour of danger for the defence of the principles which they had espoused. Honored for ever be their names, and if ever a roll is written for the Cape Fear, there can be found there no prouder title than theirs.

Yet, not only to men and boys must belong the glory of the latter day history of the Cape Fear, but even the children were not backward in

their deeds of patriotism, although those deeds would have graced the adult age. It is a fact known to but few, yet, a fact which should be perpetuated, that on the 24th day of December, 1864, the first day of the bombardment of Fort Fisher, a company of the boys of Wilmington, some of them only ten years of age, and but a few as old as fifteen years, presented themselves before Col. S. D. Thruston, then temporarily Commandant of the Post, and demanded arms for the defence of their mothers and their sisters. They declared themselves able to patrol the city and to guard the prisoners, thereby relieving the post guard, who might be sent to the front. Col. Thruston referred them to Gen. Holmes, then temporarily in command here during Gen. Whiting's absence at the fort. The petition of these little heroes was heard and arms granted them, and that night they alone comprised the guard over the prisoners of the place. And when, the next night, came the glad confirmation of the repulse of the enemy below, those boys were still found at their post, as true to the trust confided to them as if their leader had numbered fifty instead of fifteen years.

History is, proverbially, in many instances at least, untrue. There are, certainly, some tales told of ancient times, which many persons are not credulous enough to believe. Yet, let the reader of history search its pages, and mention a prouder fact than this. Even the legend of the Spartan boy and the fox, though glossed and varnished by transmission from age to age, can raise no higher parallel than the devotion of the Wilmington boys to the Common Southern Cause.

At last the fatal period arrived when Fisher was doomed to fall, and when the Confederacy was to receive a vital blow from which it was destined never to recover. On the 13th day of January, 1865, the Federal fleet again, and suddenly, appeared before the fort in a threatening attitude. Early in the morning their troops were landed at Anderson Battery, and when, later in the day, General Hoke arrived with his division, he found their line confronting him, and stretched across the entire peninsula from ocean to river. General Whiting, at the first news of the intended attack, had hurried to the assistance of Col. Lamb, and these two kindred spirits, the heroes of the first fight, now made vigorous preparations for the second defence. The attack, although not exactly a surprise, was certainly made at, with us, a most inauspicious moment. Fisher, Caswell, Anderson, Pender and Holmes, the forts near the mouth of the river, and comprising the defensive strength of the Cape Fear, had been almost entirely denuded of troops for action at other points, and the division of our North Carolina general, the gallant R. F. Hoke, was then stationed near Wilmington. But between Wilmington and Fisher there

intervened some twenty miles of a sandy, tedious road. About two o'clock on the morning of the 13th, Hoke's command left here for the fort, but arrived too late to prevent the landing of the Federal troops. In the meantime, as has been stated, General Whiting left for the front. Yet, it was with a heavy heart that he did so. He knew that the attack would be one of energy and desperation, and would be made with the determination of retrieving the disgrace of the former repulse, and it was with sad presentiments of the result of the approaching struggle that he left for the scene of action. It has been said that he remarked, previous to leaving the city, that he believed Fisher would fall before this attack, and that if such an event should occur, his friends need never expect to see him again in life. The people of Wilmington entrusted to him and to the brave Colonel Lamb the defence of that key of the Cape Fear. How sacredly that trust was received and kept let the glorious defence of Fisher speak; let the maimed limb of the still living Lamb, and the wounds and death of Whiting tell. The voice of prophetic warning that spoke to our hero general, was a true one. No friend, of those he left behind, has ever seen him since in life, and not one of those for whom he lived and died have ever wept above his tomb.*

About noon of the 13th, the fleet opened fire upon the fort, and a bombardment, more terific than the previous one, soon ensued. The object of the enemy was plainly apparent. His intention was to cripple the fort as much as possible by the fire of the fleet, and so make easy a projected assault of the land forces. In this he was successful. The deluge of shot and shell was so terrible an one that it was almost impossible to man the guns, and the majority of the garrison were driven to the bomb-proofs and kept closely confined there. From noon of the 13th until three o'clock of the afternoon of the 15th, a period of fifty-one hours, the terrific fire was continued without intermission. At the last named hour the fire of the fleet was suddenly raised, and the land forces were discerned moving forward to the assault of the fort. This assault was made in two columns, each advancing to different points of attack. The first, numbering about two thousand, composed of sailors and marines, moved up the line of the sea beach, while the other, about four thousand strong, charged along by the bank of the river, and made their attack upon the left land flank of the fort. The first named column was easily repulsed, and was not again led on. The second was temporarily checked in its advance, but having been strengthened by reinforcements, again moved forward and succeeded in entering the fort.

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*General Whiting died in prison on Governor's Island, more, it is supposed, from lost hopes and regrets than from the effects of his wounds. His body was interred at the North by relatives there, ~~and has never yet~~ been brought South.

and has [illegible]

But the prize was not yet gained. Fisher, although destined to fall, could not be yielded without a final and desperate struggle. The men fell back in disorder, but not in confusion, and stubbornly contesting every foot-step of the enemy's advance. From traverse to traverse they retreated and fought, as fast as the overwhelming numbers of the Federals, almost by brute force, bore them back. In this way the fight was continued for six hours, until, at length, the last traverse had been torn from the hands of the brave defenders, and they were forced beyond the enclosure of the fort. And thus was Fisher captured—*it was never surrendered.*

The conflict ceased, and, about mid-night, there being no means of escape to the main land, General Whiting was compelled to surrender his little band of heroes to General Terry as prisoners of war. In this engagement, our own loss, although severe, was yet slight in comparison to that sustained by the enemy. The Confederate list of casualities amounted to about two hundred and fifty in killed, wounded and missing, (the latter having escaped) while that of the Federals, according to their own statement, was over eight hundred. General Whiting and Colonel Lamb were both wounded severely. Whiting, in all, received three wounds, the last having been the most serious. This last wound, by a minie ball in the knee and thigh, was inflicted early in the engagement, and while the General was rushing to the parapet to tear down the Federal flag, which the enemy had succeeded in planting there.

Thus fell Fort Fisher, after as gallant a defence as the historian has ever been called upon to record.

This fort had justly been considered as one of the most impregnable series of works upon the entire Atlantic coast, and the Confederacy, from one end to the other was thrilled with surprise and dismay at the news of its loss. Had the management of military affairs in this section been left in General Whiting's hands, that surprise and dismay might never have appalled the Southern heart. General Bragg was, at that time, in command of the Department of North Carolina, and General Whiting, by far the abler man of the two, was, through some strange reasoning of the War Department at Richmond, made subservient to him in his command. Hoke's division, consisting of Clingman's, Hagood's, Kirkland's and Colquitt's brigades, had, by order of Bragg, yet in the face of a protest from General Whiting, been removed from the vicinity of the fort, where it had been stationed, and brought to Wilmington. Afterwards, and a few days previous to the final attack upon Fisher, Whiting received information that the Federal fleet had sailed southward from Beaufort Harbor. This news General Bragg either disbelieved, or affected to disbelieve, and, in consequence, at the time that the fleet appeared opposite Fisher, General Hoke

was at Wilmington, and the fort, in a measure, unprepared for an attack. Yet, even at this time, had an efficient officer been in command, the result of the previous negligence might have been remedied. Hoke, as we have said, found upon his arrival near the fort, that the enemy had entrenched themselves across the entire neck of land. Yet these entrenchments, slightly and hastily thrown up as they were, might have been easily carried by a gallant and determined charge. To this end, Hoke reported to General Bragg, after a personal reconnoissance made by him, and entreated of him permission to make the attack. This Bragg refused to allow as inexpedient, and Hoke's gallant men were forced to lie inactive behind their own works, while their friends were exposed to a deluge of iron hail hurled from six hundred Federal guns, and continued for more than fifty consecutive hours. During the progress of the bombardment, General Whiting, anticipating a final assault from the land forces, and fearing that his little garrison would be overcome, repeatedly and urgently requested of General Bragg that reinforcements be thrown into the fort. His appeals were unheeded, until, upon the morning of the 15th, in the open daylight, at the last moment, and under a furious fire from the fleet, two regiments landed upon the river front and succeeded in reaching the fort. If it was intended to send others, it was then found to be too late, for scarcely had the new comers breathing time, ere they were called to the parapet to repel the assaulting columns. This was a terrible ordeal. The destructive fire from the enemy's fleet had either dismounted or rendered useless every gun upon the land front, the palisades were nearly all torn away, and the subterranean batteries, from which so much had been hoped, were no longer in the hands of the garrison. The ploughing of the enemy's shells in the earth had severed every line leading to the concealed mines, and nothing but the broken and useless wires remained in the hands of the Confederates. Under these circumstances it is not strange that an assaulting force of six thousand men, protected in their advance by so terrible a fire from an immense sea armada, succeeded in reaching and entering the fort and wresting it from the hands of its brave defenders.

Yet, even at the time of the assault an effort might have been, *but was not* made by General Bragg for the relief of the fort. This could have been done by charging with Hoke's division into the Federal entrenchments when their forces moved out to the attack of Fisher. It is said that Hoke, in this instance, preferred a request to General Bragg, that he might be ordered to do so, but, as on the former occasion, his petition was refused. The success of the projected advance of Hoke, was, at all events, as probable as its failure. One advantage, at least, of the movement was an assured one. It would have created a diversion of the

enemy's assaulting column in favor of those who were defending the fort, and, by that means, would, probably, have turned the tide of battle.

Fort Fisher fell, and the same night the works south of it, and commanding Main Bar, called, respectively, Forts Caswell, Holmes and Pender, were, with some other minor works, destroyed and abandoned, and their garrisons withdrawn to fort Anderson. It was plain that Wilmington would be eventually at the mercy of the foe, but it was not yet to fall. Anderson still looked defiantly from the ruins of old Brunswick, works of less strength above it, yet held their Confederate defenders, torpedoes and sunken obstructions lay hidden in the bed of the river, and Hoke was strongly entrenched between the enemy and Wilmington. At length, on the 17th of February, a portion of the Federal fleet steamed up the river and opened fire upon Fort Anderson. Their fire was returned slowly and deliberately and Col. Hedrick who commanded the fort, with his men, worked the guns as deliberately as if at target practise. In the meantime Schofield had moved up from Smithville with a land force of eight thousand men, to co-operate with the fleet in the reduction of the fort. Here he found Hagood's brigade, which Hoke had thrown over to the assistance of the garrison, strongly entrenched and effectually barring his advance. Hagood's left rested on the fort and his right on Orton Mill Pond. Schofield, finding his path so thoroughly obstructed, made a detour to his left around the pond, which was about nine miles in circumference, with the intention of striking Hagood upon the flank. This movement could not be opposed with the small force in hand, and the immediate evacuation of Anderson was imperative. On Sunday morning, the 19th, before day, the guns were spiked and the defenders of the works silently withdrew. This fort had justly been considered as almost impregnable. The terrific bombardment of the fleet had left it comparatively uninjured, and it has been said, that had a sufficient land force been there to protect the rear of the fort, that Anderson could never have been captured.

The little garrison retreated rapidly and paused the same day at Town Creek, where a few entrenchments had been hastily thrown up. The next day the line of retreat was resumed, and that night they reached Wilmington. The following day, in the forenoon, a band of blue coats, with their national flag above them, could be easily descried marching gaily along the causeway on Eagle's Island. They were the advance of the Federal army, and came to take possession of the city, not knowing that the defenders of Anderson were still within it. Pitying their ignorance of the rules of military etiquette, a polite reminder in the shape of a Whitworth shell was sent them from the corner of Front and Market

streets. The intimation was a plain one, for, when the smoke arose not a blue coat was to be seen. They endeavoured again to advance, but a few more shell drove them back in confusion. Skirmishers were then sent from the city, accompanied by one Whitworth piece. The enemy on their side advanced their skirmishers, and for a season the causeway opposite the city presented to many ladies and children a novel and interesting scene.

In the meantime, as soon as Anderson had been evacuated, Hoke had fallen back gradually upon the city, yet always with a firm step and a defiant front. Early on the morning of the 22d he reached Wilmington and effected a junction with the forces of Hagood and Hedrick. It was then that Wilmington fell, and with it expired many hopes for the final success of our arms. Slowly and reluctantly we bade it good bye, and followed the waning fortunes of the country. Two months afterwards those fortunes were decided, and one by one, in rags, and poverty, and want—conquered, depressed and suffering, the remnants of the noble men of Wilmington returned to their homes. But Appomattox and Greensboro gave back but few of those that the Cape Fear Region knew.

Wilmington, previous to the war, was fast claiming for itself a commercial reputation as one of the most prosperous cities of the South. With a safe and commodious port, with an energetic class of merchants and the outlet of highly productive portions of the State, it is no wonder that its character for commercial enterprise and activity ranked high in the mercantile world. With a line of Rail Road, the Wilmington and Weldon, extending northward to the Virginia boundary, throughout a rich pine country, and forming a portion of the great through line of travel from New York to New Orleans; with the Wilmington and Manchester road stretching through the Southern pine regions of the State, and terminating in one of the richest cotton sections of South Carolina, and with another, the Wilmington, Charlotte and Rutherford Rail Road, completed for upwards of one hundred miles, and piercing near the central portion of the State, it is not strange that these improvements should have poured into Wilmington such an amount of rich products as served to give its commercial enterprise a new impetus, and to urge its citizens forward in the grand march of commercial prosperity. Nor were these roads alone the sole sources by which the commerce of the city was benefitted. Steamers plying between this place and Fayetteville, brought daily into the market the rich products of the more upper counties. And not only the agricultural productions of those counties, but their vast mineral resources were fast becoming developed, and cargoes of iron and

of copper ore were brought forward, an evidence of the rich mineral wealth of that section of the state, all seeking a market here.

Nor was this all. The eastern counties of the state, with their vast yearly products of corn and bacon, were also commercially tributary to Wilmington. Large amounts of these two articles were regularly received here upon the market, and formed in themselves, no inconsiderable portion of the barter of the place.

In the midst of all this prosperity the war came and wrought its changes. Commercial activity was paralyzed. A Federal blockade was placed upon our inlets, every available man was needed in the Southern armies, and the rail roads and steamboats that had lately filled our wharves and warehouses with the native products of the State, were needed for other and far different purposes. The transportation of cotton, tobacco, wheat, naval stores, etc., was changed suddenly into a means for the removal of troops, army supplies, and munitions of war. Trade was necessarily abandoned. The field and the warehouse were alike deserted; and the industrious farmer, the enterprising merchant, and the skillful artisan were quickly transformed into Southern soldiers. The ploughshare was left in the furrow, and the pruning hook was buried. All was war; men thought, and spoke and read of nothing but battles, and commercial enterprise, in general, was looked upon as a thing of the past.

Yet, as the months rolled on, the superior advantages of the place began to exhibit themselves, and a new species of commerce became gradually inaugurated. The low, swift, English-built blockade runner, became a frequent guest in our waters. These steam-strangers soon multiplied; the Federal blockade was set at naught; nothing in the American navy could compete in speed with those daring Englishmen, and at night, running swiftly and silently past the dark sea sentries of the coast, the blockader was seen, by the morning's light, safely ensconsed under the guns of Fisher or of Caswell. This, in a measure, and upon a new system, revived somewhat of the dormant spirit of our enterprise, and Wilmington began again to assume the appearance of its old activity. Merchants and steamship agents from abroad soon flocked to the city, railroad trains were filled with cotton and naval stores either for the government or for private parties, new buildings and new warehouses were erected to accommodate the increasing supplies, Government factories and storehouses were built on a vast scale, and the constant bustle attendant upon the arrival and departure of the blockade running steamers, gave the place the appearance of great commercial activity.

The exportation of cotton and naval stores, and the arrival here from abroad of army supplies and munitions of war of all kinds, between the

dates of May 20th, 1863, and December 31st, 1864, was indeed immense. The Army of Northern Virginia, during that period, drew much of its supplies from this source, and a large per centage of the army munitions furnished to the different Ordinance and Quartermaster Departments of the Confederate States was received by blockade runners through this port. Even the Commissary was indebted to this source for his largest supply of "Nassau bacon," a diet coarse and repulsive to those who have never felt the pangs of hunger, yet, to our half-starved troops in Virginia, as welcome as was the manna from heaven to the famishing children of Israel.

It is a matter of great regret to all, that a correct record of the blockade steamers, and their operations in the Cape Fear River, during the four years of the war, has never been preserved. The wholesale destruction of valuable public documents and papers by both Confederates and Federals upon the occupation of this place, has entailed with it the loss of much information, that would prove, now and hereafter, of great value, not only to this community, but to the world at large. Every endeavor to recover some of those valuable records has proved unavailing. The papers were destroyed to prevent their falling into the hands of the enemy, and the books were surrendered to the Federal authorities, and it is presumed, were by them sent to Washington City.

From the only authentic sources of information at my disposal now I am enabled to give but a partial record of the arrival of blockade runners at this port during the term of the war. For this information I am indebted to the kindness of Mr. G. W. Williams, for many years Harbor Master of this port. The account furnished from his own private memoranda, is as follows:

From May 20th, 1863 to December 31st, 1864	260
Prior to May 20th, 1863	15
After December 31st, 1864	10
Total	285.

This list, it must be remembered, is not given as a strictly correct one, yet it is perhaps the only one extant, and approximates as closely to the truth as private and hasty memoranda could well do. It certainly cannot be far from correct.

All records of the exports and imports during that period have been lost or entirely mislaid, and so far as can be ascertained, the private notes of the then Harbor Master, is all that remains to tell the tale of the blockade.

At the close of the war, and upon the re-opening of the port, fearful and gloomy anticipations were indulged, relative to commercial transactions

The country had, apparently, become entirely denuded of all native productions. But little cotton and no turpentine had been made during the existence of the war, and it was thought that the demand for home manufactures and for foreign shipment, had swept away almost the last bale and the last barrel. Yet, as soon as it became apparent that shipments could be made North with perfect security to the shipper, the market became suddenly flooded with cotton and naval stores. And month after month the influx and exodus of produce continued, and to such a degree that a great scarcity of shipping accommodations was soon felt, and freights rose in proportion to the demand for them.

Nearly two years have now passed away since the first attempt was made in this city to shake off the evil effects of the war, and to raise Wilmington again to its former proud position among the maritime cities of the South. During those two years much has been effected The remnants of the people, impoverished, yet not disheartened by the loss of their estates, have resolutely put forth their own shoulders to the wheel, and with an energy and an industry that have yet to find a superior, and in the face of difficulties and embarrassments that would have utterly appalled weaker hearts, they have succeeded once more in placing themselves on a secure commercial basis. The following statement is a fair exhibit of commercial operations during the year 1866, as compared with those of 1860. When the impoverished state of the country and the scarcity of reliable labor is considered, the account given here will be found a most flattering one.

COMPARATIVE STATEMENT OF EXPORTS,

Both Coastwise and Foreign, from the port of Wilmington, North Carolina, for the years ending December 31st, 1860, and December 31st, 1866.

ARTICLES.	COASTWISE.		FOREIGN.	
	1860.	1866.	1860.	1866.
Spirits Turpentine, bbls....	127,562	49,078	20,400	7,929
Crude, " "	52,175	28,973	23,548	1,150
Rosin, "	440,132	325,233	57,425	18,218
Tar, "	43,056	36,984	6,120	746
Pitch, "	5,489	2,875	784	251
Cotton, bales...	22,851	24,492		162
Cotton Yarn, " ...	1,561	1,115		
Cotton Sheeting " ...	1,750	493		
Pea Nuts bush...	99,743	26,133		22
Lumber P. P. feet...	9,126,176	10,264,809	9,882,078	12,106,267
Timber, " " ...	22,600	277,834	20,000	
Shingles	730,880	756,286	2,887,870	2,241,200
Staves, Juniper		293,327		
Staves, Oak	97,432	25,300	10,000	50,913

Thus it will be seen, by the foregoing tables, that the merchants of Wilmington, not content with supplying foreign markets through the medium of Northern ports, have themselves, in a measure, opened a direct foreign trade, and have made shipments of North Carolina produce to many of the principal ports in Europe, the West Indies and South America. With Havana, Matanzas, Cardinas, Nassau and Porto Rico of the Indies, and with Rio de Janeiro and other of the principal ports of South America, these shipments have assumed a steady and permanent character. The exportation hence to those ports of lumber, shingles, staves, naval stores, etc., has been balanced in return by heavy importations of the products of those more tropical ports, such as molasses, sugar, coffee, fruits, etc.

The importation of these articles has gradually worked a material change in the character of business at Wilmington. Formerly, merchants, not only from the interior sections of the State, but even from Wilmington itself, were in the habit of purchasing in New York, at second prices, their entire supplies of sugar and coffee. But it was at length ascertained that these same articles could be imported direct, and sold in Wilmington as cheaply as they could be purchased in New York city, and the merchants of this and of the adjoining States, having ascertained this fact, directed their orders to this place instead of to New York, thereby saving the expense of transportation from that city to their own places of business.

The productions of the different sections of country connected immediately with Wilmington by commercial intercourse, are various. The pine regions extending along the entire line of the Wilmington and Weldon, and the Wilmington and Manchester, and for a great distance on the Wilmington, Charlotte and Rutherford Rail Roads, as well as the sections traversed by the two Cape Fears, and the South and the Black rivers, is, perhaps, the richest turpentine and timber region in the world. From these different sections immense quantities of turpentine, tar, pitch, rosin, lumber, and other products peculiar to a pine country are obtained, and are constantly seeking a market in Wilmington.

Of late years the cultivation of the great Southern staple of cotton has been attempted in this section, and has met with much success, although the larger portion of that product which reaches this city, arrives by the way of the Wilmington and Manchester and the Wilmington, Charlotte and Rutherford Rail Roads. The corn market is principally supplied by means of small coasting vessels, trading between this port and the eastern towns of the State, which bring the products of those sections to this city, and return laden with merchandize purchased here.

The upper and more central counties produce, principally, tobacco, wheat, oats and rye, a large proportion of which finds its way to Wilming-

ton by means of the Wilmington, Charlotte and Rutherford Rail Road, and of the steamers plying regularly between this place and Fayetteville. And not only is the city benefitted by the transmission of these articles through her port, but she sends in return, to those same counties, a large per centage of the merchandise used by the inhabitants.

There are also sections of the State in intimate connection with this city which abound in rich supplies of mineral wealth. This is especially true of the counties of Chatham and Moore, which communicate directly with Fayetteville, by means of the Fayetteville and Coal Fields Rail Road, the terminus of which is, at present, at Egypt, in Chatham county, about forty-two miles from Fayetteville. These counties, although little known as such, are incalculably rich in the mineral wealth which lies hidden within them. Coal and iron especially are to be found in immense quantities, and mines have been established, and have been in successful operation for many years past. During the period of the late war these mines furnished a large portion of the iron and coal used in the Confederate arsenals and workshops, in this and in the adjoining States, all of which found an outlet through this city.

As an evidence of the extent and wealth of the Deep River Coal Fields, we would refer to the official account given of them by Dr. Emmons in his Reports for the years 1852 and 1856. They are there described in detail, and the curious reader will find much in them to repay his research.—Dr. Emmons reports that the coal of this district is of the best quality of bituminous coal, is excellently well adapted to the manufacture of gas and iron, and is in such great quantities, that it may be considered as being *actually inexhaustible*. The area of the beds is over forty square miles, containing more than 6,000,000 tons to the mile, in all the enormous quantity of 240,000,000 tons. The yield of the beds, therefore, would approximate 1,000,000 tons annually for the next three centuries. There are also bituminous slates connected with this coal, of which Dr. Emmons says: "From 30 to 40 gallons of crude kerosene oil exist in every ton of these slates. They are from 50 to 70 feet thick, and it is proper to state that it is a better oil than is furnished from coal." These reports were fully confirmed by Admiral Wilkes in the report made by him to the Secretary of the Navy in the year 1859. He was, if possible, more enthusiastic upon the subject than was Emmons. He remarked, to a gentleman of this city, after his visit to the Coal Fields, that there was no section of country in the world of the same area as Chatham and Moore counties that was as rich in mineral resources, as are they.*

* It is my impression that the reports of Emmons and Wilkes may be found upon the shelves of the Wilmington Library Association.

Besides the large quantities of coal and iron found in this Deep River section there are yet many other minerals which would alone enrich the two counties. The wealth of that portion of the State is actually incalculable, and the only thing needful for its development is combined energy and capital. The day must soon come when the overburdened earth will be made to yield some portion of its hidden riches, and when that day does come, Wilmington must certainly be benefitted thereby. It is the mart to which that whole section looks as the natural outlet for its productions, and the influx of mineral wealth from thence will serve greatly to enhance the commercial importance of the already prosperous city.

I am indebted to a gentleman of this place, one of the most eminent men of the State, and one who has taken great interest in the development of the Deep River minerals, for the following list of the various productions to be found there. I quote from him, *verbatim:*

1. Coal.
2. Iron—black-band ore and several varieties, at "Ore Hill," near Deep River, and at "Buckhorn Falls," 15 miles from Egypt, down the river.
3. Copper—both yellow and grey ore, in large quantities.
4. Millstone rock, immensely valuable, and sent for from far and near for many years past.
5. Roofing slate. Prof. Emmons speaks of it as the best in America.
6. Fire Clay. Sandstone, both brown and grey.
7. Soap stone, (algamatalite.) This kind, silky and white as snow, has been sent from Wilmington in large quantities for ten or twelve years past.
8. Petrolium is now being bored for, and is confidently believed to be there."

But it is not alone to the Deep River section that the city of Wilmington can look for mineral supplies. The chartered line of the Wilmington, Charlotte and Rutherford Rail Road pierces another rich portion of the State. This road is yet incomplete, but, thanks to the indomitable energy of those who have charge of its affairs, cannot remain so long. In a short time it will have extended its arms westward to the mountains of the Tennessee line, and have embraced in its route the richest sections of the Blue Ridge country. The counties of Cleveland and Rutherford are particularly rich in their hoards of mineral wealth. Alum and copperas slates abound in vast quantities there, and during the war furnished the Southern States with much and valuable chemical material. It has been estimated that these two counties contain at least 100 square miles of these rocks, and that they would, for a great many years to come, prove fertile enough

to supply half of the continent with copperas. The productions, therefore, of these regions, by the contemplated completion of the Tennessee line of the W. C. & R. R. R., would naturally seek an outlet here. And not only the counties bordering upon the immediate line of road would be benefitted thereby, but the rich ore tracts of the more distant portions of the State would pour their stores of wealth down its extent to the sea coast.

North Carolina is, beyond a doubt, the richest State either within or without the Federal Union. But her riches lie buried in the earth, and have never yet been brought forth to the light of day. That they have not been developed may be ascribed to the most natural of reasons. Much of the mineral wealth of which she boasts lies hidden back in the bosom of the hills and the mountains, far westward of the Atlantic coast. There has as yet been no outlet for them, neither navigable streams or rail road irons to encourage the citizens to unearth their treasures for a market. This has been the case heretofore, but a reaction is even now taking place. The results of the war have left us all dependant upon new resources for a support, and those who were before too inert to explore their own treasures have been aroused by a stern necessity from their inaction. Enterprise has become the order of the day, and our people are beginning to realize the fact that their own mother earth contains, deep hidden in her bosom, the means of their future prosperity. Coequal with the march of internal improvements, will be new discoveries and new explorations, and the results of both combined, will be individual wealth and State prosperity. But just so long as the people withhold their aid from the rail roads, just so long will that wealth and that prosperity be delayed. The legislature has done much, and all that could be expected of it; individual enterprise must do the rest. The citizens of Wilmington, long noted for their commercial energy and enterprise, should not allow the Charlotte Railroad to languish for want of their aid. It is a work which, when finished, will pour into the lap of the new made city untold stores of mineral and agricultural wealth. Could this fact be fully realized by those who have the ability to aid in the work, surely the means would soon be found to second the will. Build this Road to the Western frontier, and men will soon be digging deeply into the earth. Complete the Road and establish the mines, and you will build up our city quickly and surely.

Wilmington, in common with many other of her sister towns and cities, has suffered often and seriously from the terrible scourge of fire: so much so indeed, that these visitations have, from time to time, seriously retarded its growth. Scarcely would the citizens have recovered the effects

of one blow, ere they would be called upon to suffer again. The old chronicles tell us that in November, 1798, a most destructive fire occurred. On July 22d, 1810, three stores and five houses, situated near what is now the corner of Market and Second streets, but then known as Mud Market, were consumed by fire caused by lightning. In 1819, there was a most terrible conflagration, and the four squares bounded by Water, Princess, Second and Dock streets, were destroyed. In 1827, the square south of the site of the present Market House, was again burnt. In 1840, the square north of the Market was consumed for the second time, together with the Court House, which then stood at the intersection of Front and Market streets. In 1843 occurred the most serious conflagration of any. On April 30th of that year a fire originated in the alley just north of the Cape Fear Bank building, and swept with rapid strides to the north. All exertions to check it were, for a time, in vain, and it was not until everything west of Front street and north of the Bank alley, and portions of every square east of and bordering upon the same street, and north of Chesnut were consumed, that its fiery course could be stopped. This fire also destroyed the workshops and buildings of the Wilmington and Weldon Railroad Company, and the Methodist Episcopal Church, then situated, as now, upon the corner of Front and Walnut streets. Three years afterwards, in 1846, the square next south of the market house was again destroyed by fire, and for the third time.

The excellent health of this city would appear, at first sight, to those who knew not whence to ascribe it, as somewhat remarkable. The stranger, arriving here for the first time with the intention of making this his home, shudders as he glances over the way at the almost impenetrable swamps and morasses of Eagles' Island, and doubtless he is often disturbed in his sleep by dim visions of ague, and of bilious and typhoid fevers. His fears would seem perfectly natural, yet they almost invariably deceive him. The miasmas springing from the swamps and rice fields opposite the city are, no doubt, deadly in their nature, yet, as they arise and seek to float above the city, they are checked by a more powerful agent. The healthful qualities of the pire, as they escape with the smoke from our numerous mills and distilleries and steamers, meet and mingle with this miasma, and rob it of its power to injure. At the same time, the numerous natural drains which abound from the northern to the southern extremities of the place, bear with them to the river all filthy and decaying substances. As a proof of the salubrity of the city, there can be no better evidence than is to be found upon the book of interments at Oakdale Cemetery. In this cemetery all interments are required to be made, and in 1859, the last year for which the records have been published,

the number of burials was but 112, out of a population reckoned then at from 9,000 to 10,000. And all of these deaths were not from natural causes. Some died by violence, some when mere children in arms, and some again ere their eyes had ever unclosed to the light of day. Cannot the mortuary statistics of our city challenge comparison with those of any other, North or South?

True is it that Wilmington has been visited by epidemics, but only in a few isolated cases, and then, in each instance, the disease was imported into its limits from other places. It is next to impossible for the climate itself to breed any of those terrible scourges which have so often ravaged the world; yet it, like all wheres else, is liable to disease through infection or contagion. And it too, like other places, has suffered severely by these visitations from abroad. In September, 1821, the yellow fever appeared here for the first time. It was introduced by means of the brig John London, from some port in the West Indies. It raged with great violence for about six weeks, and a large proportion of the citizens of the little town, then numbering only about 2,500 inhabitants, were swept away by it. And in the autumn of 1862, its ravages here were terrible. In this instance, as in the former, it was imported from the Indies, and on this occasion by the steamship Kate, a blockade runner, trading between this port and Nassau. For over ten weeks it raged with terrible violence, and at a period too when it was most difficult to combat its effects. Medicines and provisions were both scarce and high in price, and the little luxuries needed for the convalescent were most difficult to obtain. Those of the frightened inhabitants that were able to do so, fled the town; all business was abandoned, and the closed stores and silent streets gave the place the appearance of a deserted city. It was then, in that time of distress and suffering, that a few of the noble spirits of Wilmington arose equal to the emergency. Regardless of self, many of our oldest and most valued citizens remained behind to minister to the wants of those who were unable to leave. Distributing food to the poor, medicine and attendance to the sick, consolation to the dying, and holy burial to the dead, they remained behind when many else had fled, and nobly fulfilled the trust they had assigned themselves. Many of them escaped, but some fell, and those some from the ranks of the most honored and esteemed citizens of the town. Rest they well, and rest they calmly. They need no monument above their tombs; *that* is to be found in the hearts of those who knew them.

The disease finally vanished, and the reassured inhabitants returned to their homes—returned to find many familiar faces gone and friendly voices stilled. Few of those here then can ever forget that fearful time

of woe. Not even the sad and bitter memories of the war can banish from the mind those weeks of suffering, disease and death.

Yet these memories belong only to the past; the present and the future is not of or with them. The war closed, and the great stone was rolled against those cavernous years. We are a new people; what we were before and during the war, we are not now. The necessity for action is spurring us on, ever onward. Men have not time to think of the past; the present and the future claim each waking thought. Yet sometimes the olden days come back to us, and at night, in dreams, when the soul is not our own, we live again those bitter years, and walk with those who walk not now on earth.

The City of Wilmington N. C., was born on Thursday, the 8th day of March, 1866. The act, incorporating it into a city, was ratified by the Legislature on the 20th of February, and on March 8th, it was accepted by the citizens through the ballot box. On the same day an election was held for Mayor and eight Aldermen. A. H. Van Bokkelen was chosen as the first incumbent of the Mayoralty for the term expiring on the first day of January, 1867, and on the 10th day of March he entered upon the duties of his office. At the same election, S. D. Wallace, R. J. Jones, James G. Burr, James H. Ryan, W. H. Lippitt, O. G. Parsley, A. E. Hall and Wm. A. Wright, were chosen as Aldermen.

This incorporate privilege, while it could not add to the commercial prosperity of the city, was yet an evidence of the increased importance of the place, in that more extended authority was needed for its government. That a change has been wrought for the better, there are few, even of those most strenuously opposed to the act, but will admit. Yet this change was not needed to incite to renewed commercial enterprise. That was inaugurated at the close of the war, and has not only never waned since, but is steadily on the increase, and is fast reaping its own rich fruits. This may be seen in the gradual extension of the habitable sections of the city, in the improvement of the old, and in the erection of new buildings in the business portions, and in the rapid increase in the arrivals of country produce. Wilmington, even now, in proportion of population, is far in advance of any of her southern sisters, and we may safely assume, that the day cannot be far distant, when she will stand in the front rank among the proudest commercial marts of the south.

And here our sketch must close With an unskillful pen, yet with an earnest desire to preserve some of the fast fading relics of the past, the task was assumed. Aware of the many imperfections with which it abounds, we would disarm criticism by a candid acknowledgment of its faults. And knowing how imperfect it is in diction, and how incomplete in detail, we would beg for it the leniency of the public. It is but a collection of little waifs, gathered here and there, which, separate, would perhaps soon have been lost, but which gathered together, may be deemed worthy of preservation as the history of our own loved Cape Fear region.

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&c., &c., &c.

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SMAW'S

Wilmington City Directory.

1866---1867.

ABBREVIATIONS.

☞n, north; s, south; e, east; w, west; r, residence; bds, boards; cor, corner; off, office; opp, opposite; al, alley; wid, widow; av, avenue; R. R., Rail Road; W. & W. R. R., Wilmington and Weldon Railroad; W. and M. R. R., Wilmington and Manchester Rail Road; W. C. & R. R. R., Wilmington, Charlotte and Rutherford Rail Road.
The word *street* is implied.

A.

Aaron & Rheinstein, Dry Goods and Millinery, 28 Market
Aaron David, of Aaron & Rheinstein, bds 122 Market
Abraham G. Francis, r Wooster, bt Sixth and Seventh
Abrahams Isaac, clerk, H. Hartz, bds same
Abraham Nathan, clerk, S. Blumenthal & Co. bds Sam'l Blumenthal
Adams Express Co. office 15 s Front, James Macomber, Agent
Adams Alex'r, brickmason, r Castle, bt Sixth and Seventh
Adams Mrs. Kirk, r Ninth, bt Queen and Wooster
Adams Chas. A. salesman, Mallett & Hoffman, bds Bailey's Hotel
Adkins Mrs. S. E. r Fourth, bt Ann and Nun
Adkins Samuel N. machinist, bds Mrs. S. E. Adkins
Adkins William, machinist, W. & M. R. R. bds Henry Penny
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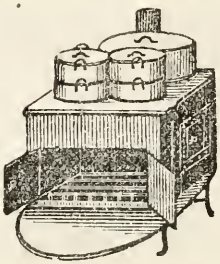

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Agostini Frank M. confectionery, 15 Market, r N. E. cor Sixth and Dock
Ahrens Benjamin H., clerk Louis Vollers, bds same
Ahrens Nicholas, clerk Louis Vollers, bds same
Alderman George F. bds N. W. cor Fourth and Mulberry
Alderman Allison, clerk, Ephraim Wescott, bds Alf. Alderman
Alderman Alfred, Inspector Naval Stores, r N. W. cor Fourth and Mulberry
Alderman George, Inspector of Provisions, r Dock, bt Seventh and Eighth
Alderman I. T. Freight Agent, W. C. & R. R. R. r cor Front and Mulberry
Alderman Archibald, Inspector Naval Stores, r Fifth, bt Bladen and Harnet
Alderman James, Lumber Inspector, r Red Cross, bt Second and Third
Allen Elkanah, policeman, r Chesnut, bt Ninth and Tenth
Allen Joseph, r Front, bt Orange and Ann
Allen Edward J. clerk, T. S Whitaker, bds Jas. Shackelford
Allen Mrs. Julia A. bds A. S. Cannon
Allen William A. treasurer, W. C. & R. R. R.
Altaffer Gerard M. pattern maker, Hart & Bailey, r Cottage lane, bt Third and Fourth
Anderson John H. Dry Goods, 23 & 25 Market, S. W. Cor Front r Ann bt Second and Third
Anderson William T. salesman, Jno. H. Anderson, bds same
Anderson William S. of Brown & Anderson r Fourth bt Ann and Nun
Anderson James & Co., (James Anderson, Jacob Loeb, C. Lucien Jones) Commission Merchants 18 S Water
Anderson James, of James Anderson & Co. r Orange bt Front and Second
Anderson Alexander, clerk James Anderson & Co., bds James Anderson
Anderson Edwin A., physician, 213 Market, r S. E. cor Front and Orange
Anderson Thomas W., City clerk, bds Wm S. Anderson
Andrews Bardin & Co. commission merchants, 2 Hall's wharves N. Water bt Chesnut and Mulberry
Andrews W. S. G. of Andrews Bardin & Co., r S. E. cor Front and Nun

See Lippitt's Advertisement page 5.

E. J. HALE. P. M. HALE.

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Angel Lee, Telegraph Operator, bds Saml. G. Northrop
Applewhite Mrs. M. L., r Walnut bt Eighth and Ninth
Arey Charles R., Salesman, John Dawson, bds Jno. C. Bowden
Arnold Thomas, Coppersmith, Hart and Bailey, bds Dock bt Seventh and Eighth
Arrington & Everett, Dentist, 113 Market
Atkins Geo., Clerk, A. E. Hall, r Walnut bt Third & Fourth
Atkinson & Shepperson, Commission Merchants, Insurance Agents, and Agents Baltimore & Wilmington Line of Steamships, 25 and 27 N. Water S. W. Corner Princess
Atkinson John W., of Atkinson and Shepperson, r Fifth bt Orange and Ann
Atkinson Thomas, Bishop Diocese North Carolina, r Orange bt Fifth and Sixth
Atkinson Mrs. Sarah, r Chesnut bt Fifth and Sixth

B.

Bagg Horace A., Superior Court Clerk, r Chesnut bt Third and Fourth
Bailey's Star Hotel, 19 and 21 North Front
Bailey James H., Proprietor Bailey's Star Hotel, r same
Bailey Alfred M., Clerk James H. Bailey, bds same
Bailey John C., of Hart and Bailey r Cor Third and Ann
Baker George B., with Mallett & Hoffman, r Front, bt Dock Orange
Baker Miss Jane F., r Second bt Mulberry and Walnut
Banks Mrs. Louisa, r Mulberry bt Fifth and Sixth
Banks Charles, bds Mrs. Mrs. Louisa Banks
Banks John, Clerk, bds Mrs. Louisa Banks
Banks David, r Mulberry bt Front and Second
Bank Cape Fear Building 14 and 16 N. Front
Bank, First National, 101 N. Front N. E. cor Princess
Baptist Church, cor Market & Fifth, Rev. Wm. Young, Pastor
Bappler George P., of Heineman & Co, r cor Second & Hanover
Bardin Benjamin H., of Andrews Bardin & Co., bds W. S. G. Andrews
Barnes James, Gardener, Queen bt Seventh and Eighth
Barnes John W., Sawyer, Kidder & Martin's Mill, r cor Front and Wright

John H. Anderson, Exchange Corner, Kahnweiler's Old Stand.

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Near the corner of Third and Orange Sts.

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Everything will be taught which can be desired in the thorough education of a lady.

It will be to the advantage of all, that the pupils be entered as early as possible.

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Barry John D., r Third bt Chesnut and Mulberry
Barry Michael, r Front bt Red Cross and Campbell
Barry Horace M., Commission Merchant and Agent N. Y. and Wilmington Line of Steamers, cor N. Water and Chesnut, r Fifth bt Princess and Chesnut
Barry Robert P., with Horace M. Barry, r with same
Barr William H., Clerk Kidder & Martin's Mill, r same
Barrickman Charles W., Clerk, John Bishop, bds same
Bartleson Samuel A., of Hanberry and Bartleson, bds Rock Spring Hotel
Barlow Joseph L., Grocery and Cart House, cor Seventh and Market, r Market bt Seventh Eighth
Bates Benjamin G., Commander Steamer Waccamaw
Bates Benjamin H., Messenger Southern Express Co
Bate Mrs. R., r Fifth bt Walnut and Red Cross
Bauman John G., of Tienken & Bauman, r cor Fifth and Dock
Bauman John C., bds John G Bauman
Bauman John, Shoemaker, Princess bt Front and Water, r Second bt Mulberry and Walnut
Beaufort Mrs. Mary, Wid. r Sixth bt Dock and Orange
Bear Sol & Bros., Dry Goods and Clothing 19 Market
Bear Sol, of Sol Bear & Bros, r N. Front bt Mulberry and Walnut
Bear Samuel, of Sol Bear & Bros., bds Sol Bear
Bear Marcus, of Sol Bear & Bros., bds Sol Bear
Bear Henry, Clerk, Sol Bear & Bros., bds Sol Bear
Bear Meyer, Dry Goods and Clothing, 209 N. Water r Dock bt Front and Second
Bear Simon, Dry Goods & Clothing, 219 N. Water, bds Sol Bear
Beal Cadmus H., Machinist, Hart and Bailey, bds John D. Love
Beal A., Blacksmith, S. Burtt r, Market bt Eighth and Ninth
Beck Thomas W., W. & M. R. R. r cor Sixth and Red Cross
Beery Benjamin W., of Cassidey and Beery, r cor Second and Nun
Beery William L., r Front bt Ann and Nun
Beery Stephen W., r cor Second and Red Cross
Beery Christopher S., Clerk, Wallace and Southerland, bds Stephen D. Wallace
Beery Whiteford R., Drayman, r Fourth bt Queen and Wooster
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THE DAY-BOOK is now generally recognized as the **Leading Democratic Weekly of the Country, and has the Largest Circulation of any Published.** Being the only New York paper of its class made up as a Family and Agricultural Journal, **Expressly for Country Circulation. With full Reports of all the New York Markets.**

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Bellamy Marsden, Law Office, 106 Princess, bds Jno. D. Bellamy
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Biddle William H., County Jailor, r Jail Building
Binder Albert C., Clerk, H. Kordlander, bds same
Bishop Frank, Blacksmith, S. Burtt, bds cor Dock and Seventh
Bishop Jasper, Clerk, William Larkins, bds Sixth bt Chesnut and Mulberry
Bishop John, Proprietor Pilot House, 109 N. Water, r same
Bishop Henry M., Timber Inspector, r Sixth bt Chesnut and Mulberry
Bishop George, Policeman, r Sixth bt Queen and Wooster
Bissett John, Machinist, bds Nathan E. Brickhouse
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Blaney Samuel, Clerk, N. Bremer, bds same
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They take out the humors which make us sick, but do not touch the life.

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I send this to you that others who know me may profit by it, wishing to do good to my fellow beings.

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Browning E. D., Conductor, W. & W. R. R., bds James C. Lumsden
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Burnett Richard, r Fourth bt Brunswick and Bladen
Burnett Mrs. John, r Eighth bt Castle and Queen
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Burriss Sylvester, Pilot, r cor Seventh and Church
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Burr Horace, Salesman, A. Weill & Co., r Dock bt Front and Second
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Byrd Mrs R., r cor Second and Brunswick

C.

Cack Henry, Clerk, Philip Newman, bds same
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Capps Thomas J., Ship Carpenter, r Seventh bt Church and Castle
Carr Thomas B., Dentist, 111 Market (up stairs,) r same
Carr Nicholas, Constable, r Fifth bt Hanover and Brunswick
Carr W. E., Dentist, with Thos. B. Carr, bds same
Carpenter Alfred, Salesman, J. S. Topham & Co., r Fifth bt Nun and Church
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Cassidey Henry Clay, Clerk, Cassidey & Beery, bds James Cassidey
Cates James J., Carpenter, W. & M. R. R. r cor Bladen and Sixth
Cazam Anthony D., with Worth & Daniel, r Dock bt Sixth and Seventh
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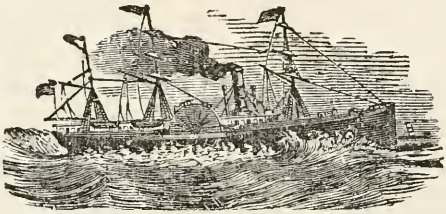

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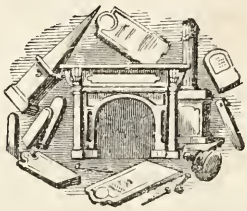

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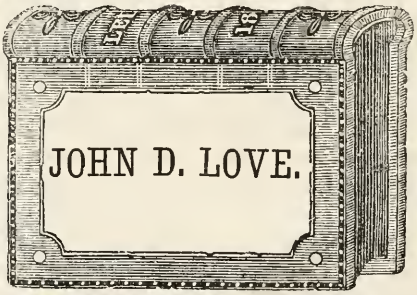

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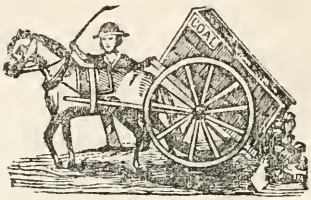

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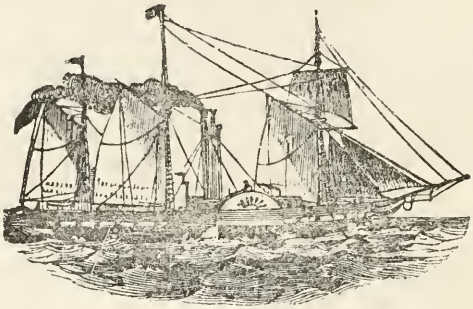

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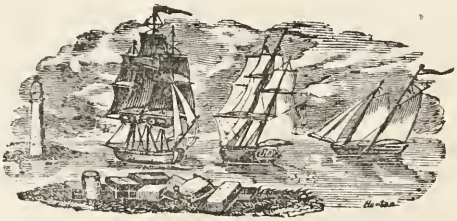

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Gardner Junius D. Jr., r Chesnut bt Eighth and Ninth
Gardner George, Engineer, W. C. & R. R. R. bds James D. Gardner Sr
Gardner William D., Carpenter, r cor Eighth and Wooster
Garrett Oliver C., Clerk, Dunbar, Fairley & Co., bds J. A. Nicholson
Garrisson Mrs. E. wid, r cor Sixth and Queen
Gate Adam, of Otten & Gate, r 217 North Water
Gates Daniel, Cooper, r cor Seventh and Bladen
Gaynon M. J., Wheelwright, r Fifth bt Red Cross and Campbell
George E. Payson, Insurance Agent, 5 North Water, up stairs bds Chas. H. Robinson
Gerken H., Grocer, cor Sixth and Mulberry, r same
Gerken Neill, Grocer, 9 Princess, r cor Sixth and Mulberry
Gerken William H., Clerk, Simon Bear, bds Neill Gerken
Giles Norwood, Clerk, W. & M. R. R. bds cor Third and Chesnut
Giles Clayton, Clerk, O. G. Parsley & Co., bds cor Third and Chesnut
Gill R. J. Foreman Blacksmith Shop, W. & W. R. R. r Hanover bt Second and Third
Gilbert Henry D., r Fifth bt Dock and Orange
Gilbert Mrs. Sarah A., wid, r cor Seventh and Castle

The Cheapest Dry Goods in the City, John H. Anderson's

FRANK D. SMAW, Jr., Agent,

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Wilmington, N. C.

The Finkle & Lyon Sewing Machine,

Combining the latest and most simple improvement in its invention, durable in construction, and cheap in price, is offered to the citizens of this and the surrounding sections of country.

It has been proven, by actual experiment, to be the best household assistant that has ever yet been produced.

It can Hem, Fell, Bind, Embroider, Braid, Tuck, Gather, &c., &c. It is adapted to all kinds of Tailoring, Cloak-making, Shoe-fitting, Glove work, Corset manufacture, &c.

It can be used with either the finest or the coarsest thread, and the same Machine will work as well with No. 150 as with No. 1.

Without extra charge, each Machine is furnished with Hemmer and Feller, one dozen Needles, half-dozen Bobbins, Gauge, Oil Can, Screw-Driver and Wrench.

Binding or embroidering of any pattern done by a simple attachment.

There are also attachments, such as Inker and Marker, Quilting Guide, Adjustable Binder, &c., which can be sold with them, for only a few dollars extra. In all cases, bear this in mind, that if, after purchase, these Machines do not suit, the money will be refunded, and the transaction cancelled.

Call and see the Machine at work, or send for a circular of prices and full description.

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Gilligan Newton, Pressman Journal Office, r Eighth bt Princess and Chesnut
Gilligan Charles, Machinist, Hart & Bailey, r Chesnut bt Eighth and Ninth
Goodwin James W., Saloon, 3 North Water, r same
Goodman Abraham, Clerk, Fred Mayer, bds same
Goodman William, Dry Goods, 223 North Water, r Fifth bt Mulberry and Walnut
Goodman Samuel, Clerk, Sol. Bear & Bro., r Fifth bt Mulberry and Walnut
Gordon William, Watchman, W. & W. R. R. r cor Third and Wooster
Goteberg N., Variety Store, 123 Market and 203 North Water, r cor Princess and Second
Gray Robert S., Machinist, Hart & Bailey, bds J. F. Legwin
Grady Benjamin F., Exchange Broker, 101 North Water cor Princess, bds City Hotel
Grant Reuben, r Fifth bt Ann and Nun
Grant James, r cor Market and Seventh
Grainger Isaac B. Bookkeeper, James Dawson, r Orange bt Fourth and Fifth
Green James G., Yard Master, W. & M. R. R. r cor Second and Nun
Green Samuel; bds Mrs. J. J. Lippitt
Greene Zeno H., Grocer and Commission Merchant 7 N. Water r cor Second and Red Cross
Greenburg Raphael, Salesman, D. & J. Newman bds J. Newman
Greer David J., Woodyard, 237 N. Water cor Mulberry, r cor Princess and Fourth
Greer John, Tinner, Hiram N. Polley, r cor Princess and Fourth
Gregory Samuel, Salesman, R. M. Cox & Co., bds David E. Bunting
Griffith John, Sailmaker, r cor Sixth and Castle
Groetjen William, Grocer, cor Front and Church, r Castle bt Front and Second
Groetjen George, Clerk, William Groetjen, bds same
Groetejn John H., Grocer, 221 North Water, r same
Gunther Henry A., Moulder, Hart & Bailey, r Second bt Market and Dock

John H. Anderson, Exchange Corner, Kahnweiler's Old Stand.

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Branch House at Lumberton, N. C.

Gustaven George, Copper Smith, Hart & Bailey, r Castle bt Second and Third
Gusterfuson John, Machinist, bds James F. Brockett
Guthrie James, Ship Carpenter, r cor Ann and Sixth
Guttenberg Julius Cæsar, Policeman, r cor Market and Ninth

H.

Haas Sol. & Co., Commission Merchants, 2 Person's Wharves cor N. Water & Chestnut
Haas Sol., of Sol. Haas & Co., bds Mrs John Cowan
Haas Jacob, of Haas & Co., bds Thomas B. Smith
Haas & Co., Clothing and Gents Furnishing Goods, 8 and 10 Market
Haas Henry, Grocer, cor Seventh and Chesnut, r same
Hall Edward D., r Orange bt Second and Third
Hall Avon E. Commission Merchant, 111 North Water. r Fifth bt Dock and Orange
Hall Watson, r Church bt Front and Second
Hall David, Machinist, W. & M. R. R. bds Henry Penny
Hall George, Master Machinist, W. & M. R. R. bds Mr. W. G. Milligan
Hall Samuel G., Printer, Dispatch Office, bds cor Seventh and Mulberry
Hallett Benjamin A., of Martin & Hallet, bds Mrs. W. H. Marks
Hamilton Edward, Mechanic, Hart & Bailey, bds Dock bt Sixth and Seventh
Hanchey Owen R., r Sixth bt Dock and Orange
Hancock E. T., Salesman, N. Jacobi, bds Mrs. W. G. Milligan
Hannon Lemuel W., Captain City Police, r Third bt Church and Castle
Hansley Miss C. Seamstress, r Chesnut bt Eighth and Ninth
Hansley John, r cor Seventh and Queen
Hansley Evan, Merchant, r Fifth bt Dock and Orange
Hanberry Henry R., of Hanberry & Bartleson, bds Rock Spring Hotel
Hanberry & Bartleson, (H. R. Hanberry & S. A. Bartleson) Dentists, 109 Princess (Journal Buildiag)
Hankins M. M., Mechanic W. W. R. R. r Fourth bt Brunnwick and Bladen
Hart Godfrey, Clerk, N. Jacobi, r cor Chesnut and Ninth
Hart Levi A., of Hart & Bailey, r cor Third and Cottage Lane

Domestic Dry Goods Sold Low at John H. Anderson's.

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GAITERS, SLIPPERS,

LEATHER,

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SHOE STOCK, &c.

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Will find it advantageous to examine my Stock, which is composed of nothing but the best Goods, and is offered at Prices that defy competition.

Orders for Custom Work and Repairing executed in the best style at short notice.

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Harriss Thomas M., News Dealer, 4 North Front ———
Harriss & Howell, (Geo. Harriss, W. W. Harriss, A. J. Howell) Commission Merchants, 1 Murphy's Wharves, N. Water
Harriss George, of Harriss & Howell, r Second bt Dock and Orange
Harriss William M., Clerk, Harriss & Howell, r Market bt Ninth and Tenth
Hartz H., Dry Goods & Clothing, 18 Market, r Market bt Fifth and Sixth
Hartsfield Asa A., Boots and Shoes, 23 North Front, r cor Market and Seventh
Hartsfield William B., Coppersmith, r cor Second and Hanover
Hardy Mrs. H. B., r 122 Market (up stairs)
Hardy William H., Tailor, Munson & Co., r Nun bt Fifth and Sixth
Harvey Mrs. Ann, wid, r cor Seventh and Wooster
Harker Mrs. Rebecca A., r Seventh bt Queen and Wooster
Harkell William T., Policeman, r Dawson bt Seventh and Eighth
Harper Mrs. Mary, wid, r cor Eighth and Bladen
Harper James T., Mate, Tug Oldham, bds Sylvanius Holden
Hardwick John M., Grocer, 128 Market, r Princess bt Eighth and Ninth
Harrell Elisha J., r Mulberry bt Eighth and Ninth
Hashagen Henry, Grocer, cor Fourth and Walnut, r same
Hawkins Mrs. J., wid, r Ann bt Sixth and Seventh
Hawkins Miss E., r cor Anderson and Rankin
Hawkins John, Carpenter, r Castle bt Fourth and Fifth
Hawkins J. J., Boot Maker, Henry S. Parsons,
Hawes Charles W., Clerk, Williams & Murchison, r cor Sixth and Nun
Hays Benjamin F., Carpenter, r cor Dawson and Fifth
Hays Wm. M., Printer, Journal Office, r cor Princess and Fifth
Haynie William, Conductor, W. & M. R. R. bds ———
Hayden P., Blacksmith, W. & M. R. R. r Chesnut bt Fourth and Fifth
Heatly Sam'l W., Professor of Music, Mrs. Ransom's Seminary, bds William Larkins
Hedrick & Ryan, (John J. Hedrick, James H. Ryan) Staple and Fancy Dry Goods, 7 North Front

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Hedrick John J., of Hedrick & Ryan, r Second bt Princess and Chesnut
Heins John F. Grocer, 225 North Water, r same
Heinsberger Philip, Bookbinder, Basement Journal Buildings r Chesnut bt Fourth and Fifth
Heineman & Co. (G. Heineman, G. P. Bappler, C. H. Ganzer) Butchers, 3 South Second
Henning R. & Co., Coal Dealers, Office 7 Market
Henning Robert, of R. Henning & Co., bds James Cassidey
Henderson J. M., Inspector Naval Stores, bds E. Turlington
Herbert George F., Clerk, Kahnweiler & Bro., bds Mrs. H. Blumenthal
Herring Michael, works L. J. Sherman, bds same
Hewlett E. D., Grocer, cor Front and Castle, r Castle bt Sixth and Seventh
Hewlett Lewis M. Miller, Mitchell & Huggins, r cor Fifth and Church
Hewlett Mrs. M., Boarding House, Fifth bt Hanover and Brunswick
Hewlett John H., Machinist, Hart & Bailey, bds Dock bt Seventh and Eighth
Hewlett Aaron T., Clerk, Ephriam Wescott, r cor Sixth and Church
Hewett Edward, r Dawson bt Seventh and Eighth
Hewett John W., Shoemaker, of Jacobs & Hewett, r cor Fifth and Church
Hewing Mrs. E., wid, r cor Mulberry and McRae
Heyer John C., Grocer, 211 North Water, r cor Fourth and Red Cross
Hicks J. A., r Third bt Castle and Queen
Hill John T., Policeman, r Fifth bt Castle and Queen
Hill James H., Bookkeeper, Sol. Haas & Co., r Third bt Mulberry and Walnut
Hill Gaston, Clerk, D. & J. Newman, bds Jos. Newman
Hill Frederick C., bds William A. Wright
Hines John, Grocer, cor McRae and Walnut, r same
Hinds Mary, r cor Market and Seventh
Hodges John W., Printer, Journal Office, r Second bt Church and Nun
Hodges Daniel, Shoemaker, G. & C. Bradley, bds Market bt Third and Fourth
Hoffman Charles, of Mallett & Hoffman, bds Wm. L. Pitts

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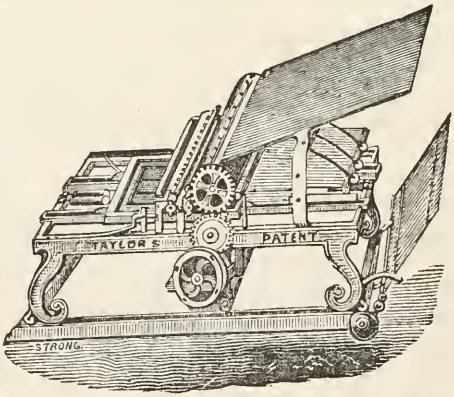
(ESTABLISHED IN 1844.)

IS ISSUED WEEKLY, At $4 per annum, invariably in advance. This paper will contain all the principal news of the week, and all the important editorial matter of the several daily issues, together with a weekly review of the markets of the town, carefully compiled by our own reporter. This review may be relied upon as strictly correct. We also give the latest reports of the Northern and other markets.



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Holden Sylvanius, Policeman, r cor Market and Ninth
Holt William N., Bookkeeper, O. G. Parsley & Co., bds Mrs. J. M. Stevenson
Holmes John L., Attorney at Law, Office at Court House, r cor Fourth and Chesnut
Horen Michael, Grocer, 231 North Water, r same
Howey Thomas H., r cor Fourth and Ann
Howland Samuel, Clerk, Huggins & Co., r Seventh bt Chesnut and Princess
Huff James H., Carpenter, cor Front and Ann, r Ann, bt Front and Second
Huggins & Co., (Luke B. Huggins, James B. Huggins,) Groceries & Liquors, 201 & 203 Market cor Second
Huggins Luke B., of Huggins & Co., r cor Seventh & Mulberry
Huggins James B., of Huggins & Co., bds Luke B. Huggins
Huggins George W., Watchmaker, Brown & Anderson, r ——
Huggins William T., of Mitchell & Huggins, r Fourth bt Dock and Orange
Hughes Joseph C., Plasterer, r cor Queen and Fifth
Huhn Mrs. E. wid, r cor Mulberry and McRae
Hussell C., Grocer, cor Fourth and Brunswick, r same
Hutaf M., Grocer, cor Fourth and Bladen, r same
Hutaf Henry, Grocer, 215 North Water, r same,
Hutaf John, Clerk, Henry Hutaf, bds same
Hutchinson Joseph, Carpenter, r Harnet bt Fourth and Fifth

I.

Irvine J. W., r Front bt Red Cross and Campbell
Isaac's Samuel, clerk, Sol. Bear & Bro., bds Sol. Bear
Ivey John R., Conductor, W. & W. R. R. bds Jno. C. Bowden
Ivey S. P., r Plank Road

J.

Jacobs William L., Baggage Master, W. & M. R. R. r cor Fourth and Princess
Jacobs Allen, r Third bt Harnet and Cowan
Jacobs Benjamin J., of Jacobs & Hewett, r Princess bt Fourth and Fifth
Jacobs & Hewett, (B. J. Jacobs, J. W. Hewett,) Shoe Makers, 206 Market

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Strict attention given to the sale or purchase of Cotton, Naval Stores and other produce.

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Liberal advances made on consignments.

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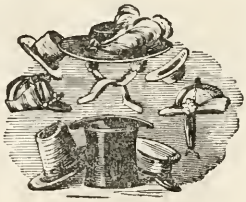

BOOTS, SHOES, HATS, CAPS

AND

General Merchandise,

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Jacobi Nathaniel, Dry Goods, 10 Market
Jackson Cornelius, Policeman, r Third bt Queen and Wooster
James John S., Inspector of Naval Stores, office with A. Sprunt, 16 S. Water, r 107 Market (up stairs)
James Joshua T., bds John S. James
James T. C., Shipping Clerk, Atkinson & Shepperson, bds John. S. James
James John C., Local Editor, Wilmington Journal, bds John S. James
James & Brown, (Wm. H. James, John K. Brown,) Civil Engineers, 100 Princess cor Front
James William H., of James & Brown, bds City Hotel
James Francis M., Brickmason, r cor Eighth & Wooster
Japhe William, Clerk, N. Goteberg, bds same
Jarrell Mrs. Sarah A., r Chesnut bt Ninth and Tenth
Jarrell John F,, Butcher, r Third bt Walnut and Red Cross
Jenkins John W., Policeman, r Dawson bt Third and Fourth
Jestice Mrs. M., wid, r cor Sixth and Wooster
Jewett Mrs. Lucy A., wid, r Third bt Mulberry and Walnut
Jewett Richard B., Clerk, John Dawson, bds Mrs. Lucy A. Jewett
Jewett Stephen, Clerk, Mallett and Hoffman, bds Mrs. Lucy A. Jewett
Jewett George W., School, cor Fourth and Mulberry, r same
Jobson William, Carpenter, W. &. M. R. R. r Princess bt Eighth and Ninth
Johnson Rufus S., Delivery Clerk, Southern Express, bds Second bt Mulberry and Chesnut
Johnson Alex. & Co., (Alexander Johnson, Edwin T. McKeithan,) Commission Merchants, 16 South Water
Johnson Alexander, of Alex. Johnson & Co., r Orange bt Fourth and Fifth
Johnson Emma, r Ann bt Front and Second
Johnson William, Tinner, Aaron H. Neff, bds Jas. F. Brockett
Johnson Mrs. M., wid, r Ninth bt Queen and Wooster
Johnson William, Fisherman, r cor Sixth and Dawson
Johnson Mrs. Sarah A., wid r Dawson bt Fifth and Sixth
Johnson Miss Lizzie, Seamstress, r Castle bt Fourth and Fifth
Johnson Thomas H. Butcher, Market House, r cor Seventh and Dock
Johnson Andrew J., Butcher, Market House, r Seventh bt Chesnut and Mulberry

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Jones C· Lucien, of James Anderson & Co., bds Jas. Anderson
Jones S., Machinist, W. & M. R. R. r Chesnut bt Ninth & Tenth
Jones Richard J., City Tax Collector, r Market bt Eighth and Ninth
Jones Miss Carrie, Boarding House, Fifth bt Dock and Orange
Jones William B., r Fifth bt Dock and Orange
Judge John, of O. G. Parsley & Co., r cor Dock and Sixth
Julick John F., r cor Front and Wooster

K.

Kahnweiler & Bro., (Daniel Kahnweiler, David Kahnweiler,) Millinery & Dry Goods, 3 & 5 South Front, Clothing 100 & 102 Market
Kahnweiler Emanuel, Clerk, Kahnweiler & Bro., bds Brock's Exchange
Kahnweiler.David, of Kahnweiler & Bro., bds Brock's Exchange
Kahnweiler Daniel, of Kahnweiler & Bro., bds Brock's Exchange
Kahnweiler, Samuel, Clerk, Kahnweiler & Bro., bds Mrs. H. Blumenthal
Katz M. M. & Co., Dry Goods & Millinery, 26 Market
Katz Morris M., of M. M. Katz & Co., r cor Market and Fourth
Keathley E. H., Watchmaker, 16 North Water, bds Rock Spring Hotel
Keen Joseph L., Brick Mason, r cor Fifth and Princess
Keeter Elijah W., r cor Sixth and Wooster
Kehr August, of Marcus & Kehr, bds H. Marcus
Keith & Kerchner, (Edwin A. Keith, Francis W. Kerchner Commission Merchants, Wholesale Grocers & Agents Baltimore Line of Packets, 3 & 5 Dock
Keith Edwin A., of Keith & Kerchner, r Orange bt Third and Fourth
Keith Wiley P., Carpenter, r Hanover bt Fifth and Sixth
Kelly Oliver, Clerk, R. M Cox & Co., r cor Walnut and Sixth
Kelly William H., Clerk, Atkinson & Shepperson, bds James Shackelford
Kelly Mrs. James, wid, r Anderson bt Eighth and Ninth
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Choice Wines, Liquors & Cigars on hand.

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Kennedy David R., Grocer cor Fourth and Church, r same
Kennedy William, Painter, r Castle bt Fourth and Fifth
Kennedy Mrs. A. J., r cor Fifth and Walnut
Kennedy Daniel, Drayman, r Fifth bt Ann and Nun
Kennedy Hester, Seamstress, r Sixth bt Wooster and Dawson
Kennedy Mrs. Catharine G., r cor Market and Third
Kennedy Miss Kate, School, Third bt Market and Princess, r cor Market and Third
Kenan William R., Bookkeeper, A. A. Willard, bds Wm. H. McRary
Kendrick Frederick F., Bookkeeper, George Z. French, bds same
Kerchner Francis W., of Keith & Kerchner, bds Mrs. John Cowan
Kerrigan James, Grocer. 3 North Water, r same
Kerr Miss E. J., Milliner, Kahnweiler & Bro., bds cor Second and Chesnut
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Kidder George, Clerk, Kidder & Martin, bds Edward Kidder
King A. J., Clerk, N. Goteberg. r cor Market and Ninth
King James, Clerk, Wm. H. Lippitt, bds L. H. Bowden
King Frank W., Butcher, Market House, bds A. J. King
King Jere J., Butcher, Market House, r Second bt Nun and Church
King Jere, Butcher, Jere J. King, bds same
King John B., Butcher, Market House, r Wooster bt Eighth and Ninth
King J. Francis, Physician, 100 Princess cor Front, r same
King William H., Merchant Tailor, 7 Market, (up stairs) r cor Fourth and Queen
King William E., Tinner, A. W. Lawson & Co., bds ——
King Isaac W. Butcher, r cor Fifth and Queen
King Jos B., Butcher, r Queen bt Fourth and Fifth
King Theodore, Telegraph Operator, bds Samuel G. Northrop
King Mrs. Rosanna, r cor Seventh and Queen
King James M., Painter, bds Mrs. T. Barnes

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(SUCCESSORS TO COX & DAVIS,)

COMMISSION MERCHANTS,

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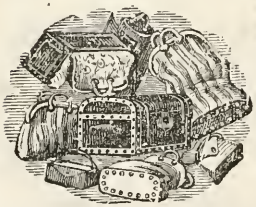
All produce consigned to Messrs. Dancy, Hyman & Co,, New York, will be forwarded free of commissions.

A. & S. WITCOVER,

WHOLESALE AND RETAIL DEALERS IN

Staple and Fancy Dry Goods,



CLOTHING,

Boots, Shoes,
Hats, Caps,
Trunks,
Fancy Goods,
&c., &c.,

No. 16 MARKET STREET,

Wilmington, N. C.

Our wholesale department is thoroughly stocked, and we are enabled to supply the trade at lowest wholesale prices.

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Kinyon Peter, Boiler Maker, r cor Eighth and Walnut
Kirkland Mrs. Emily A., wid, bds James H. Bailey
Klander L., Manufacturer Ginger Pop, &c., cor Front and Church, r same
Kling Frederick, Painter, cor Front and Walnut, bds cor Front and Dock
Klein Daniel, Butcher, Washington Market, 205 Market, r Klein's Gardens cor Gwynn and Anderson
Knight A. P., Policeman, r cor Castle and Eighth
Kordlander Henry, Manufacturer Soda Water, Ginger Pop &c, and bottler of Ale and Porter, Saloon 8 & 10 Dock, r Fourth bt Chesnut and Mulberry
Kuck John, Clerk, Tienken & Bauman, bds C. Tienken
Kueck Henry, Clerk, Bremer & Bro., bds Henry Bremer
Kueck George, Clerk, Tienken & Bauman, bds C. Tienken

L.

Lacy Drury, Shipping Clerk, Williams & Murchison, bds Mrs. M. S. Barry
Langdon Richard F., Clerk, W. & W. R. R. r Market bt Seventh and Eighth
Langdon Walter R., Physician, r Market bt Seventh and Eighth
Lane George, r Anderson bt Eighth and Ninth
Larkins William, Groceries & Liquors, 126 Market, r cor Dock and Sixth
Laspeyre Mathew, Engineer, W. &. M. R. R. bds Asa J. Murray
Latimer Zebulon, r cor Third and Orange
Latta John C., Bookkepeer, Mallett & Hoffman, r Seventh bt Mulberry and Walnut
Latta John R., Clerk, W. & M. R. R. bds John C. Latta
Latta Adam, Clerk, Mallet & Hoffman, bds John C. Latta
Lawson A. W. & Co., (A. W. Lawson, William Sutton, Tripler Childs,) Manufacturers and Dealers in Tin and Sheet Iron Ware, 24 North Front
Lawson A. W., of A. W. Lawson & Co., bds cor Front and Dock
Lawson John A., Policeman, r cor Fourth and Queen
Leach William, Fisherman, r cor Fifth and Dawson
Leapman Alexander, r Fifth bt Mulberry and Walnut

John H. Anderson, Exchange Corner, Kahnweiler's Old Stand.

FRANK D. SMAW, JR.,

GENERAL AGENT,

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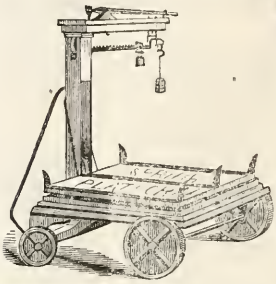

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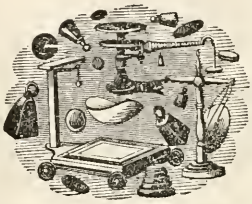

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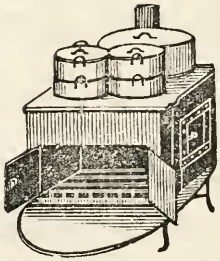

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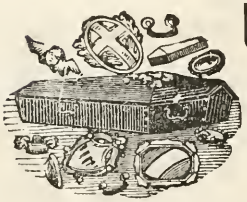

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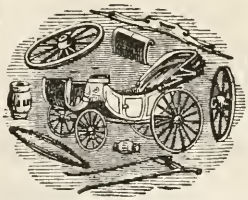

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Poisson Jehu D., Post Master, r cor Fifth and Mulberry
Poisson John J., Shipping Clerk, Worth & Daniel, bds John C. Bowden
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Poisson J. Dickson, bds Jehu D. Poisson
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Von Glahn Henry, Merchant, r cor Princess and Fifth
Von Derkammer H., Shoemaker, Second bt Mulberry and Walnut, r same
Vorsanger Samuel, Clerk, A. David & Co., bds Mrs. H. Blumenthal
Voss J. G., Shoemaker, 28 S. Front, r same

John H. Anderson's Southern Dry Goods House, Exchange Corner.

Ann Street Mills,

F. J. LORD, - - - - PROPRIETOR,

Cor. Ann and South Water Sts.

Dealers and Families supplied with a Fresh and Superior Article of

MEAL AND HOMINY,

Also, Mixed Feed for Horses and Cattle

Ground when desired and delivered in any part of the city

FREE OF DRAYAGE.

DUNBAR, FAIRLEY & CO.,

Factors & Commission Merchants

No. 1 HALL'S WHARVES, N. WATER ST.

(Between Chesnut and Mulberry,) WILMINGTON, N. C.

Strict personal attention given to the sale of Cotton, Naval Stores and Country Produce consigned to them. ORDERS SOLICITED.

J. C. DUNBAR. J. A. NICHOLSON.
J. M. FAIRLEY. R. N. FAIRLEY.

W.

Waddell Hugh, of H. & A. M. Waddell, r Third bt Dock and Orange
Waddell H. and A. M., Law Office, 219 Market
Waddell Alfred M., of H. and A. M. Waddell, r Third bt Orange and Dock
Waiger Jeremiah, Rigger, r cor Fifth and Dawson
Waid J. Henry, Freight Clerk, Southern Express, bds Joseph H. Neff
Wallace Stephen D., of Wallace & Southerland, r cor Front and Red Cross
Wallace & Southerland, (S. D. Wallace, Jno. B. Southerland) Commission Merchants, 21 Nutt bt Mulberry and Walnut
Walker Joshua C., Physician, 106 Princess, r S. W. cor Front and Ann
Walker Richard, Carpenter, r Second bt Ann and Nun
Walker Asa K., Cashier, First National Bank, r cor Market and Sixth
Walker William A., Secretary and Treasurer W. & M. R. R., r cor Sixth and Market
Walker Jones C., bds cor Market and Sixth
Walker & Maunder, (James Walker, John Maunder) Marble Works cor Front and Walnut
Walker James, of Walker & Maunder, Contractor and Builder cor Front and Walnut, bds cor Front and Dock
Walker James A., Salesman, Haas & Co., r cor Third & Chesnut
Walker Mrs. Eliza M., r cor Third and Chesnut
Walker Henry D., bds cor Third and Chesnut
Waldron Robt. S., Dry Goods, 109 Market, bds T. B. Smith
Warrock William S., Printer, W. H. Bernard, bds Mrs. Julia A. Toomer
Warren Nicholas G., Meat and Oyster Market, Second bt Market and Dock
Watts Joseph T., Book-keeper, Keith & Kerchner r cor Fifth and Mulberry
Watson Thomas A., Policeman, bds Francis M. James
Watson Charles, r Castle bt Sixth and Seventh
Watson Rev. Alfred A., Rector St James' Parish, r Market bt Third and Fourth
Watson Benjamin, Policeman, bds Charles Watson
Watson Henry M., Blacksmith, r Fourth bt Wooster & Queen
Waterman Thomas H., Clerk, Horace M. Barry, bds Samuel G. Northrop
Webb H., Saloon, 19 Market, r Market bt Seventh & Eighth
Weill A. & Co., Dry Goods and Clothing, 14 and 32 Market

POOLE & HUNT, Baltimore, Md.

MANUFACTURERS OF

Portable and Stationary Steam Engines and Boilers, Steam Fire Engines, Leffel's Patent American Double Turbine Water-Wheel, Saw Mills, Mining Machinery, Portable Grist Mills, Flouring Mill Machinery, Cotton Screws, Shafting, Pulleys and Hangers.

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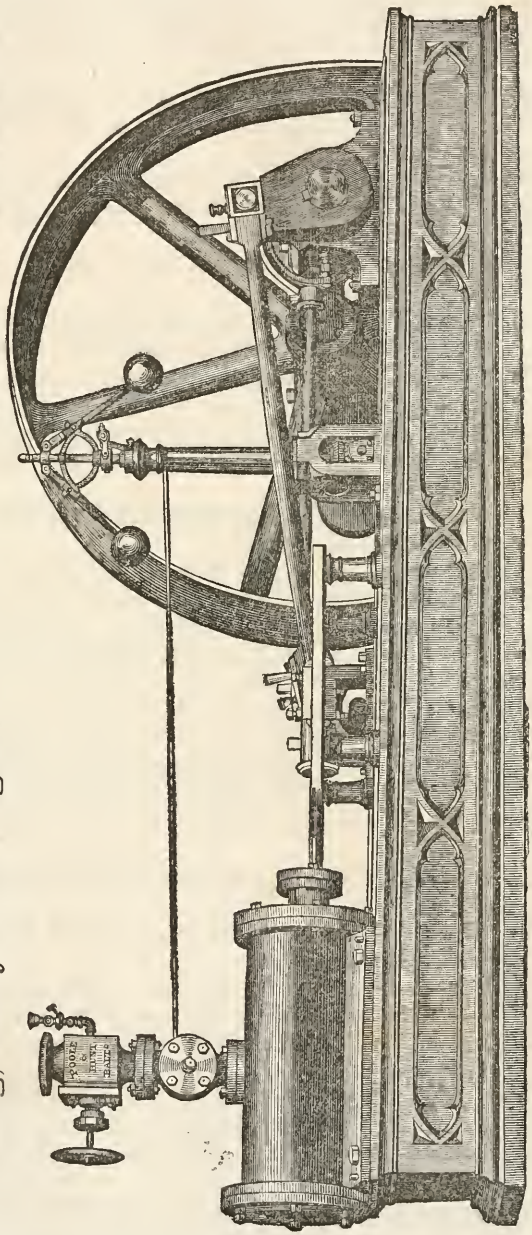


Weill Abraham of A. Weill & Co., bds Gus. Rosenthal
Weinberger Adolphe, Clerk, N. Goteberg, bds 203 N. Water
Welsh John, Ship Carpenter, bds A. Ellis
Welsh John, Policeman, r cor Sixth and Castle
Wells Henry, r Church bt Fourth and Fifth
Wescott Benjamin, Clerk, Ephriam Wescott, bds same
Wescott Ephriam, Grain Dealer, 5 and 7 Princess, r Third bt Church and Nun
Westerman Henry, Book keeper, Adrian & Vollers
West S. M., Auctioneer and Commission Merchant, 12 South Water, r Third bt Princess and Chesnut
Whitaker Thaddeus S., Bookseller and Stationer, 118 Market r same
Whitaker Silas H., Telegraph Operator, bds J. F. Legwin
Whitehead Williamson, Book keeper, Alex. Johnson & Co., r Fifth bt Market and Princess
Whitehead William B., r Front bt Nun and Church
Whitehead James I., Book keeper, Vick, Mebane & Co., bds Wm. B. Whitehead
White Benjamin, r Market st Plank Road
White Benj. F., Paper Hanger, N. B. Vincent, bds Benj. White
White P. W., r Third bt Chesnut and Mulberry
White John A., Paper Hanger, N. B. Vincent, bds Benjamin White
White William L., bds Benjamin White
Whitman James, r cor Market and Eighth
Whitney Mrs. C. C., r Fifth bt Dock and Orange
Wilder John H., Carpenter, r Castle bt Sixth and Seventh
Williams William F., Clerk, Zeno H. Greene, bds same
Williams Francis W., of W. Potter & Co., bds T. J. Williams
Williams Lewis N., r Chesnut bt Eighth and Ninth
Williams & Murchison, (George W. Williams, David R. Murchison, Wilmington; K. M. Murchison, Jno. D. Williams, New York) Commission Merchants and Wholesale Grocers, and Agents New York Line Steamships, 13 & 15 N. Water
Williams Geo. W., of W. & Murchison, r cor Fifth and Orange
Williams William H. & Co., (Wm. H. Williams, A. Southerland) Commission Merchants, 19 North Water
Williams, Potter & Co., (Thos. J. Williams, W. J. Potter, Francis W. Williams) Groceries and Provisions, 124 Market
Williams Thomas J., of Williams, Potter & Co., r Second bt Church and Nun
Williams Thomas, Clerk, Jos. Meier, bds James H. Mitchell
Williams Geo. W., Keeper Seaman's Home, S. W. cor Front and Dock, r same

NOTICE.—The Co-partnership heretofore existing between the undersigned, under the style of R. MASON & SONS, was this day dissolved by mutual consent. R. C. MASON withdraws from the firm; W. A. MASON will pay all debts of the firm, and collect all outstanding claims.

R. C. MASON,
W. A. MASON.

BALTIMORE, February 1, 1867.

R. C. MASON,

FORMERLY SENIOR PARTNER IN THE FIRM OF R. MASON & SONS

Having retired from that firm, has purchased the establishment of Mr. Thomas McCoubray,

Nos. 45 W. Pratt St. and 91 Thames St.,

AND WILL CONDUCT THE

BAKING BUSINESS

In his own name, and respectfully solicits the patronage of his former customers and friends. R. C. MASON flatters himself, that by his long experience in the business, he will be enabled to give those who may favor him with their custom, entire satisfaction.

He will at all times have an assortment of

Water Crackers,	Lemon Pic-nic Crackers,	Novelty Cakes,
Butter Crackers,	Water Pic-nic Crackers,	Ginger Schnapps,
Soda Crackers,	Oyster Crackers,	Jumble Schnapps,
Sugar Crackers,	Tea Cakes,	Jumbles,
Edinburg Crackers,	Sugar Cakes,	Ginger Nuts,
Cream Crackers,	Scotch Cakes,	Ginger Cakes,
Pilot and Navy Bread,		

R. C. MASON,

Nos. 45. W. Pratt Street and 91 Thames Street,

Baltimore, Md.

Williams Thomas D., Clerk, Williams, Potter & Co., bds T. J. Williams
Williams Joseph S., bds Mrs. W. G. Milligan
Williams William H., r cor Mulberry and Ninth
Williams Wm. A. & Son, Commission Merchants, 23 N. Water
Williams John F., of Wm. A. Williams & Son, bds Wm. A. Williams
Williams E. D. Printer, Journal Office, bds L. J. Sherman
Williams W. A., of W. A. W. & Son, r cor Cottage Lane and Fourth
Williamson George, r cor Ninth and Queen
Willis Elijah, Druggist and Chemist, 114 Market
Willard James A., Commission Merchant, 125 and 127 North Water, r cor Third and Mulberry
Willard Alfred A., Wholesale Grocer, 125 and 127 N. Water r cor Sixth and Orange
Wilson John A., Carpenter, Geo. S. Copes, bds Elias R. Wilson
Wilson Wm., Clerk, Chabourn's Mill, r cor Third & Harnet
Wilson Walter A., Engineer, W. & M. R. R., bds W. Wilson
Wilson Benjamin, bds William Wilson
Wilson Wm. A., Book-keeper, H. M. Barry, r cor Second & Nun
Wilson James, Hardware and Harness, 14 South Water
Wilson Elias R , r Guthrie's alley, bt Orange and Ann
Wilmington Journal: 111, 113 and 115 Princess bt Front and Second, Engelhard & Price Editors and Proprietors
Wilmington Dispatch, 117 Market, (up stairs) Robinson & Smith Editors and Proprietors
Wilmington Gas Light Co. Works, cor Castle and Surry
Wilmington Institute, cor Fourth and Princess, Levin Meginney, Principal
Wilmington & Weldon Rail Road, R. R. Bridgers, President; Freight Depot, Front bt Red Cross and Campbell,
Wilmington & Manchester Rail Road, Henry M. Drane, President; General and Freight Depot opposite Market st Dock
Wilmington, Charlotte & Rutherford Rail Road, Robert H. Cowan, President; Depot, Nutt bt Bladen and Harnet
Wilmington Theatre, Princess bt Third and Fourth
Wilmington Chamber of Commerce, No. 10 South Water
Wise James M., bds Mrs. M. S. McCaleb
Withy W. H., Mechanic, Aaron H. Neff, bds Mrs. Emma Dyer
Witcover A. & S., Dry Goods and Clothing, 16 Market
Witcover Wolfe, Salesman, A. & S. Witcover, r Second bt Princess and Chesnut
Wolfe, Wronski & Co., Clothing, 115 Market
Wolfe Charles, Clerk, M. Schulken & Co., bds A. Doumeland

STERLING'S

Southern Series of

SCHOOL BOOKS,

Being "Our Own Series," Revised and Improved,

BY RICHARD STERLING, A. M.

PRINCIPAL OF EDGEWORTH FEMALE SEMINARY, GREENSBORO, N. C.

Which have now been before the public for the past four years; having first been issued during the late war, at great expense, when the Schools of the South could be supplied from no other source, by Messrs. STERLING & ALBRIGHT of Greensboro, N. C. The favor with which these books have been received by Teachers and Parents of the South, has induced the author to place them in our hands as publishers, having previously revised and materially improved them; and we now propose to present them to the public in a style equal if not superior to any series of School Books in the market. We have prepared entirely new stereotype plates and numerous pictorial illustrations especially for this purpose, and we are quite confident that in their mechanical as well as in their more material qualities they are at least unsurpassed by any other books of their class.

AS NOW ARRANGED THE SERIES EMBRACES:

Sterling's Southern Primer,
Sterling's Southern Pictorial Primer,
Sterling's Southern Elementary Speller,
Sterling's Southern High School Speller,
Sterling's Southern First Reader,
Sterling's Southern Second Reader,
Sterling's Southern Third Reader,
Sterling's Southern Fourth Reader,
Sterling's Southern Fifth Reader,
Sterling's Southern Orator.

In addition to the above, we have the pleasure of presenting

STERLING'S SOUTHERN SERIES OF WRITING BOOKS,

Prepared expressly upon new, plain and entirely practicable principles, to accompany "Sterling's Southern Readers," and for the use of those Schools who have hitherto been unsatisfied with the material, style, and lack of adaptation in the copy books at present in use. In this series our aim is to teach in a natural and unconstrained method a plain, bold, legible handwriting as the basis of all good penmanship, and as the pupil progresses to gradually but surely initiate him into the higher powers which may be possessed by every one who will closely observe and faithfully follow the system we present. We do not claim that good writers may be made in six or twelve lessons as is bombastically urged in favor of many other works, but we do assert that a very short time spent in careful and practical study, of the natural common sense rule upon which this system is based, will inevitably prove that it is in entire harmony with our anatomical construction, and necessarily therefore, the most speedy way to attain proficiency.

We urge upon all Southern Teachers an examination of this series, believing that nothing more is needed to secure its universal adoption.

OWENS & AGAR, Publishers,

No. 110 William Street, N. Y.

Woodlift William T., Clockwright, r Harnet bt Third & Fourth
Wood Mrs. S. M., r Sixth bt Castle and Queen
Wood John C., Coroner, r Third bt Nun and Church
Wood Robert B. Jr., County Court Clerk, office at Court House r cor Princess and Ninth
Wood Thomas F., Physician, 109 Princess bt Front and Second, r same
Wooster John, r cor Third and Dock
Wooster John L., Counsellor-at-Law, office, Princess bt Second and Third, r cor Third and Dock
Worth & Daniel, (David G. Worth, N. G. Daniel) Commission Merchants and Agents New York and Phila. Lines of Steamers and Sailing Packets, 116 South Water
Worth David G., of W. & Daniel, r Front bt Nun and Church
Wright Joshua G., r cor Third and Market
Wright Adam E., Physician and Druggist, 213 and 215 Market, r cor Second and Orange
Wright Wm. A., Law Office, Third bt Market & Dock, r same
Wright William E., Carpenter, r Church bt Fourth and Fifth
Wright Julius W., Attorney-at-Law, Princess bt Second and Third, r Third bt Ann and Nun
Wright Thos. H., Cond'tor, W. & W. R. R., bds J. W. Wright
Wright S. P., of Day & Wright, r 208 Market
Wronski Ab'ham, of Wolfe, W. & Co., bds Mrs H. Blumenthal
Wyatt L. B., Tailor, r Front bt Orange and Ann

Y.

Yopp William J., Clerk, W. & W. R. R., r Fifth bt Princess and Chesnut
Yopp Andrew J., Commercial Reporter, Wilmington Journal, r Fifth bt Chesnut and Mulberry
Yopp Franklin V. B., Wood Inspector, r Chesnut bt Eighth and Ninth
Yopp Samuel L. Carpenter, r McRae bt Mulberry and Walnut
Yopp Wm. H., Grocer, cor Fifth & Princess, bds A. J. Yopp
Young Armand D., r Market bt Seventh and Eighth
Young William M., Pastor Baptist Church, bds Wm. Larkins
Young Mrs. W. M., School, Dock bt Fifth and Sixth
Young Armand D. Jr., Conductor, W. & W. R. R., Sleeping Cars, bds A. D. Young

Z.

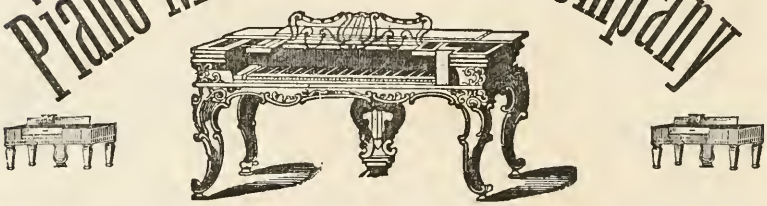
Zekind Alexander, Clerk, A, Weill & Co., bds Gus. Rosenthal

GOLD MEDAL GRAND & SQUARE

PIANOS.

GAEHLE'S

Piano Manufacturing Company



N. E. Corner Eutaw and Fayette Streets,

BALTIMORE, Md.

This Company having organized in April, 1864, in conjunction with the well known firm of GAEHLE & Co. as a joint stock Company, is composed exclusively of Practical Piano Makers who have held prominent positions for many years in some of the best Piano Establishments in this Country and Europe.

This Company has one of the largest and most successful manufactories in operation. Every branch of the business being under the immediate supervision of the Company, whose experience as practical Piano-Makers, enables them to produce an instrument which, for power, fulness of tone, elasticity of touch, and elegance of finish, are equal, if not superior to any in the country.

Our facilities for manufacturing Pianos being equal to any in the country, and the nature of our organization, enables us to furnish our Pianos at a lower price than any other manufacturer, and we therefore refer our friends and the public to our list of prices.

We would also draw particular attention to our own Patent Agraffe improvement, through which the treble of our Pianos has been rendered unsurpassable for strength and bell like clearness of tone, and all who have seen and heard them, pronounce it the best and most valuable improvement of the age; and we challenge the most thorough scrutiny, and are willing to subject our instruments to any test or comparison with those of any other manufacture, as to touch, sweetness and depth of tone, durability and beauty of finish.

☞ Every instrument warranted for five years.

☞ Old Pianos taken in exchange, repaired, and all orders and tunings promptly attended to.

☞ Professors, Clergymen, and Institutions supplied at a liberal discount.

GAEHLE'S PIANO MANUFACTURING COMPANY.

F. D. HETZLER'S

EXTENSIVE

BOOK BINDERY,

PAPER RULING AND BLANK BOOK MANUFACTORY,

Sun Iron Building,

BALTIMORE, Md.

More than twenty years' experience in the business, and strict practical attention to its details, enables the proprietor to assure the public that all orders entrusted to him will be promptly and accurately attended to, and that the work he turns out will give satisfaction in every respect, at prices that cannot fail to please.

Music carefully bound. Particular attention paid to rebinding Libraries, &c.

Agency of Riehl's Celebrated Cutting Machines.

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Men's and Boys' Clothing.

Measures taken, and clothing made to order in the

Latest and Most Fashionable Styles.

ORDERS FOR REPAIRING AND CLEANING

Executed with neatness and dispatch.

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(UP STAIRS,)

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Northrop & Cumming,

COMMISSION MERCHANTS,

AND PROPRIETORS OF THE

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Strict Personal Attention Given to the Sale of Cotton, Naval Stores, Corn, &c., &c.

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N. CAROLINA DURHAM SMOKING TOBACCO.

Agricultural Implements specially adapted for Southern Markets.

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Agricultural Implements,

AND AGENTS FOR THE SALE OF

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None but first-class Implement
Machines sold, and prices gua
to be as low as can be afforde
other manufacturers for
equal merit. Circulars a
sent on application b
wise. Freights en
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EXTENSIVE STOCK DEPOT,

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PHOTOGRAPHIC ROOMS,

No. 115 Market Street,

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Where Artists' Materials of every description are sold. Frames, oval and square, gilt and plain, oak and walnut, of all sizes and styles, at wholesale and retail.

Photographic portraiture of every known style. Photographs enlarged from small pictures to any desired size, and beautifully colored in oil, pastel, water and India ink.

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EAGLE BAKERY,

100 Front, corner of Dock Street,

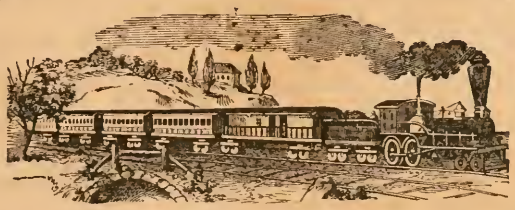
(UNDER SEAMAN'S HOME,)

WILMINGTON, N. C.

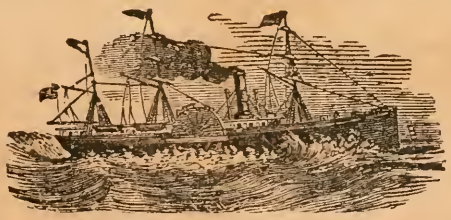
A first class establishment, where can be found at all times
eakfast and Tea Rolls, Bread, Cakes and Pies;
h Soda and Arrow Root Crackers, and Pilot
inds of Cakes, &c., furnished for wed-
her parties at the shortest notice.

SOUTHERN
EXPRESS COMPANY.

GENERAL EXPRESS FORWARDERS



Are prepared to forward Currency, Specie, Jewelry, Valuables, Light and Heavy Freight, Parcels, Baggage, &c., to all principal points in the United States, and collect Drafts, Bonds, Notes, Bills and other claims.



Connecting with the most reliable Express Companies in the country, they are prepared to Forward Merchandise and valuables to Europe, South America and other foreign countries, guaranteeing safety and dispatch at the lowest rates.

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15 South Front Street,

WILMINGTON, N. C.

H. CLAY ELLIOT,

WHOLESALE DEALER IN

GROCERIES

Wines, Liquors, Teas,

Havana and Domestic Cigars,

MANUFACTURED TOBACCO,

Tin, Wood, and Willow Ware, &c.

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WILMINGTON, N. C.

Union Distillery,

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A. H. Van Bokkelen, Manager.

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(BETWEEN CHESNUT AND MULBERRY.)

Manufactures Spirits Turpentine,

Rosin of all Grades,

PITCH, ROSIN OIL, AND OTHER NAVAL STORES.

CITY

BUSINESS DIRECTORY.

Wilmington, N. C.,

1867.

F. M. AGOSTINI,

No. 15 Market St., Wilmington, N. C.,

Wholesale and Retail Dealer in

CONFECTIONERIES, GROCERIES,

Dried, Preserved, Canned, and Fresh

FRUITS.

THE BEST CABBAGES, BEETS, RUTA BAGA TURNIPS, &c.,

Always on hand in due season.

G. H. W. RUNGE,

Bar and Lager Beer Saloon.

FRESH ALE AND LAGER BEER

Always on Draught.

The Bar is bountifully supplied with choice Wines, Liquors, Cigars, &c.

ALE AND BEER FOR SALE BY THE CASK

The best imported Rhine Wine always on hand.

No. 18 North Front Street,

WILMINGTON, N. C.

SMAW'S

City Business Directory,

WILMINGTON, N. C.

The following represents the principal Merchants and Business Men in their respective branches.

AGENTS—OCEAN STEAMERS.

ATKINSON & SHEPPERSON, 21 and 23 North Water
Barry Horace M., 1 Person's Wharves
HARRISS & HOWELL, 1 Murphy's Wharves
WORTH & DANIEL, 116 South Water

AGENTS—INSURANCE.

ATKINSON & SHEPPERSON, 21 and 23 North Water
DeRossett & Co., 9 North Water
Dudley Robert C., 2 Hall's Wharves
George E. Payson, 5 North Water (up stairs)
KIDDER & MARTIN, 22 South Water (up stairs)
Smith Wm. L. & Co., 23 North Front

AGENTS—GENERAL.

SMAW FRANK D., Jr., 7 North Front

AUCTIONEERS.

Cronly & Morris, 5 North Water
Gardner & Nunn, 210 Market
WEST S. M., 12 South Water

ATTORNEYS.

Cutlar Du Brutz, 23 North Front (up stairs)
Davis George, 23 North Front (up stairs)
Devane W. S. & D. J., 8 Princess
Empie Adam, Journal Buildings, 115 Princess
Holmes John L., Court House, Princess bt Second and Third
London Mauger, Princess bt Second and Third
Moore Benj. R., Journal Buildings, 113 Princess
Person & French, 2 South Water, cor Market (up stairs)
Poisson Fred D., Princess bt Second and Third
Strange Robert, 217 Market bt Second and Third
Waddell H. & A. M., 219 Market bt Second and Third
Wooster John L., Princess bt Second and Third
Wright William A., Third bt Market and Dock
Wright Julius W., Princess bt Second and Third

BAKERIES.

Lessman A., 12 South Second bt Market and Dock
LIPPITT JAMES W., 20 North Front
Patten William, 119 Market
THORBURN ROBERT, 101 South Front cor Dock

BOAT BUILDERS.

Cassidey & Beery, South Water bt Ann and Nun

BANKS.

Bank of Cape Fear, 14 and 16 North Front, James G. Burr, Cashier
Bank of Wilmington, 23 North Front, Wm. L. Smith, Cash'r

BANKS—NATIONAL.

First National Bank of Wilmington, E. E. Burruss, President

BILLIARD SALOONS.

Neff, Joseph H., 20 South Water

BOOKS AND STATIONERY.

LOVE JOHN D., 6 North Front
WHITAKER THADDEUS S., 118 Market

BOOKBINDERS.

Heinsberger Philip, 111 Princess, (basement)

BOOTS AND SHOES.

Bradley G. & C., 108 Market
French Geo. R. & Son, 12 Market
Hartsfield Asa A., 23 North Front
PARSONS HENRY S., 120 Market

BOWLING ALLEYS.

Neff Joseph H., 20 South Water

BROKERS—EXCHANGE.

Dawson James, 5 North Front

BROKERS—PRODUCE.

Pigott David, 101 North Water (up stairs)

BUTCHERS.

Johnson Thos., City Market Building
King Jere, City Market Building
KLEIN DANIEL, Washington Market, 205 Market
King John B., City Market Building
McDADE, WM. A., Second bt Market and Dock

CABINET MAKERS.

Copes George S., 27 North Front
SWANN B. F., Princess, bt Third and Fourth

CARRIAGE AND COACH MAKERS.

Newhall & Loomis, cor Princess and Third
Swann B. F., Princess, bt Third and Fourth

CHINA, GLASS AND EARTHENWARE.

PERRIN HENRY R., 105 Market

CIVIL ENGINEERS AND SURVEYORS.

JAMES & BROWN, 100 Princess, cor Front

CLOTHING.

Aaron & Rheinstein, 28 Market
Bear Simon, 219 North Water
David A. & Co., 30 Market
HAAS & CO., 8 and 10 North Front

Hartz H., 18 Market
Katz M. M. & Co., 26 Market
Kahnweiler & Bro., 100 Market, cor of Front
Munson & Co., 113 Market
Ryttenberg & Bro., 110 Market
Weill A. & Co., 14 Market
Witcover A. & S., 16 Market

COAL DEALERS.

HENNING R. & CO., office 7 Market
KEITH & KERCHNER, 3 and 5 Dock

COLLECTING AGENTS.

Smaw F. D., Sr.

CONTRACTORS AND BUILDERS.

Post James F., Princess, bt Second and Third
Walker James, cor of Front and Walnut

COMMISSION MERCHANTS.

ANDERSON JAMES & Co., 18 South Water
Adrian & Vollers, 100 South Front, cor Dock
ATKINSON & SHEPPERSON, 21 & 23 North Water
Barry Horace M., No. 1 Person's Wharves, N. Water
Blossom Jos. R. & Evans, No. 2 Person's Wharves, N. Water
Chadbourn James H. & Co., 7 Dock (up stairs)
DeRossett & Co., 9 North Water
DUNBAR, FAIRLEY & Co., No. 1 Hall's Wharves, North Water
Eilers H. B. 2 Market, cor S. Water
FINLAYSON & BRO., 7 North Water (up stairs)
Flanner William B., 2 Murphy's Wharves, N. Water
Greene Zeno H., 7 North Water
Hall Avon E., 111 North Water
Haas Sol, & Co., 2 Person's Wharves
HARRISS & HOWELL, 1 Murphy's Wharves, N. Water
JOHNSON ALEX. & Co., 16 South Water
KEITH & KERCHNER, 3 and 5 Dock
KIDDER & MARTIN, 22 South Water (up stairs)
MALLETT & HOFFMAN, 105 North Water
MURRAY E. & Co., 119 and 121 North Water
McRary W. H. & Co., 101 North Water cor Princess
Moffitt, Bro. & Co., 23 North Water (up stairs)
NORTHROP & CUMMING, 103 North Water

Oldham Alex., 10 South Water
Parsley O. G. & Co., 129 North Water
PETTEWAY & MOORE, 2 Murphy's Wharves, N. Water
Robinson, Smith & Co., 4 South Water
RUSSELL, ELLIS & COX, 111 North Water (up stairs)
SHACKELFORD JAMES, 6 Princess
SPRUNT ALEX., 16 South Water (up stairs)
VAN BOKKELEN A. H., 3 Hall's Wharves, N. Water
VICK, MEBANE & Co., 129 North Water (up stairs)
WALLACE & SOUTHERLAND, 21 Nutt bt Mulberry and Walnut
WEST, S. M., 12 South Water
WILLIAMS & MURCHISON 13 and 15 North Water
Williams W. A. & Son, 23 North Water (up stairs)
WILLARD JAMES A., 125 and 127 North Water
WILLIAMS W. H. & Co., 19 North Water
WORTH & DANIEL, 116 South Water

CONFECTIONERS AND FRUITERERS.

AGOSTINI, F. M., 15 Market
Flanagan L., 24 and 26 South Front
LIPPITT JAMES W., 20 North Front

COTTON BROKERS.

Pigott David, office, 101 North Water (up stairs)

DENTISTS.

Carr Thos. B., 111 Market (up stairs)
Everett D. E., 113 Market (up stairs)
Freeman John H., cor Market and Second
HANBERRY & BARTLESON, 111 Princess, Journal Buildings

DRUGGISTS.

DAY & WRIGHT, 208 Market
LIPPITT WM. H., 122 Market
McLIN HENRY, 34 Market
WILLIS ELIJAH, 114 Market
WRIGHT ADAM E., 213 and 215 Market

DRY GOODS.

AARON & RHEINSTEIN, 28 Market
ANDERSON JOHN H., 23 and 25 Market
BEAR SIMON, 219 North Water

Bear Sol. & Bros. 17 Market
Dawson John, 22 and 24 Market
HARTZ H., 18 Market
HEDRICK & RYAN, 7 North Front
Jacobi N., 10 Market
Kahnweiler & Bro., 3 and 5 S Front
KATZ M. M. & Co., 26 Market
Lyon Jacob, 2 and 4 Market
Marcus & Kehr, 106 Market
Ryttenberg & Bro., 6 and 110 Market
Samson J. & H., 112 Market
WALDRON R. S., 109 Market
Weill A. & Co., 14 and 32 Market
WITCOVER A. & S., 16 Market

EXPRESS FORWARDERS.

Adams Express Co., 15 South Front, James Macomber, Agent
SOUTHERN EXPRESS Co., 15 South Front, James Macomber, Agent

FURNITURE.

Smith Daniel A., N. Front bt Princess and Chesnut
VINCENT N. B., 29 North Front

GAS.

Wilmington Gas Light Co., cor Castle and Surry

GAS FITTERS.

Mitchell & Dymott, Henderson's Alley, rear of 11 S. Front

GRAIN DEALERS.

Mitchell & Huggins, 17 North Water
Oldham Alex., 10 South Water
Wescott Ephriam, 5 and 7 Princess

GUN SMITHS.

Neff Aaron H., 22 South Front
Polley Hiram N., 15 Princess

GROCERS—WHOLESALE.

ADRIAN & VOLLERS, 100 South Front cor Dock
ATKINSON & SHEPPERSON, 21 and 23 North Water

Barry Horace M., 1 Person's Wharves.
BREMER & BRO., 125 and 127 Market
Cannon & Stokley, 8 South Water
DUNBAR, FAIRLEY & CO., 1 Hall's Wharves
ELLIOTT H. CLAY, 8 Market
FRENCH GEO. Z., 9 South Front
GREENE ZENO H., 7 North Water
HUGGINS & CO., 201 and 203 Market
KEITH & KERCHNER, 3 and 5 Dock
LARKINS WILLIAM, 126 Market
LEWIS THOS. C., 7 Market
MALLETT & HOFFMAN, 105 North Water
MURRAY E. & CO., 119 and 121 North Water
Myers George, 14 and 16 South Front
PESCHAU EDUARD 207 North Water
REEDER HENRY 227 North Water
TIENKEN & BAUMAN, 17 and 19 South Front
WILLIAMS W. H. & CO., 19 North Water
WILLIAMS & MURCHISON, 13 and 15 North Water
WILLIAMS, POTTER & CO., 124 Market
WILLARD A. A. 125 and 127 North Water

GROCERS—RETAIL.

Adrian & Vollers, 100 South Front
Bremer & Bro., 125 and 127 Market
Bremer Henry M., 30 South Front
Cannon & Stokley, 8 South Water
Eckel Henry 25 South Front
Elliott H. C., 8 Market
French George Z., 9 South Front
Hardwick J. M., 128 Market
Huggins & Co., 201 & 203 Market
Larkins Wm., 126 Market
Lewis Thomas C., 7 Market
Myers George, 14 and 16 South Front
Newman P., 201 North Water
Reeder Henry, 227 North Water
Schulken M. & Co., 100 South Water
Smith & Bate, 107 Market
Smith & Strauss, 21 and 23 South Front
Stolter & Bremer, 200 Market
Tienken & Bauman 17 & 19 South Front
Vollers Louis 123 Market
Williams, Potter & Co., 124 Market

HARDWARE.

Dawson John, 120 Market
Peck George A., 18 South Front
Wilson James, 14 South Water

HATS, CAPS, &c.

Bear Simon, 219 North Water
Haas & Co., 8 and 10 North Front
Hartz H., 18 Market
Hedrick & Ryan, 7 North Front
Myers George, 14 and 16 South Front
Witcover A. & S., 16 Market

HOTELS.

Bailey's Hotel, 19 & 21 North Front
BROCK'S EXCHANGE, 13 North Front
City Hotel, 128, 130 & 132 Market
Mechanic's Hotel, Front bt Orange and Ann
Rail Road Hotel, cor Front and Red Cross
Rock Spring Hotel, Chesnut bt Water and Front
Seaman's Home, 100 South Front cor Dock

IRON FOUNDERS.

Hart & Bailey, 20 South Front
ROBERTS THOS. E., cor Queen and Surry

IMPORTERS.

HARRISS & HOWELL, 1 Murphy's Wharves N. Water
Parsley O. G. & Co., 129 North Water

JEWELERS.

BROWN & ANDERSON, 104 Market
Dinglehoff M., 12 South Front

LIQUOR AND WINE DEALERS.

ADRIAN & VOLLERS, 100 S. Front cor Dock
BREMER & BRO., 125 & 127 Market
Bremer Henry M., 30 South Front
Cannon & Stokley, 8 South Water
ELLIOTT H. CLAY, 8 Market
FRENCH GEO. Z., 9 South Front
HUGGINS & Co., 201 & 203 Market

LARKINS WM., 126 Market
LEWIS THOS. C., 7 Market
Myers George, 14 & 16 South Front
Newman Philip, 201 North Water
Reeder Henry 227 North Water
Schulken M. & Co., 100 South Water
Smith & Strauss, 21 & 23 South Front
Stolter & Bremer, 200 Market
TIENKEN & BAUMAN, 17 & 19 South Front
Vollers Louis, 123 Market

LIVERY AND SALES STABLES.

Currie Stephen A., cor Princess and Second
SOUTHERLAND & STEAGALL, cor Princess and Third

LOCK SMITHS.

Lawson A. W. & Co., 24 N. Front
Neff Aaron H., 22 South Front
Polley Hiram N., 15 Princess

MARBLE AND STONE WORKERS.

WALKER & MAUNDER, cor Front and Walnut

MERCHANT TAILORS.

HAAS & CO., 8 & 10 North Front
KING WM. H., 7 Market (up stairs)
Munson & Co., 113 Market

MILLINERY.

AARON & RHEINSTEIN, 28 Market
Colton Mrs. A. M. F., Second bt Market and Dock
Kahnweiler & Bro., 3 and 5 South Front
KATZ M. M. & CO., 26 Market

NEWSPAPERS.

Wilmington Dispatch, 117 Market, (up stairs) Robinson & Smith Proprietors
Wilmington Journal, 111, 113 and 115 Princess, (Journal Buildings) Engelhard & Price Proprietors

NEWS DEALERS.

Harriss Thomas M., 4 North Front

NOTARIES PUBLIC.

Thomas Evans
Wm. L. Smith
Junius D. Gardner Sr
Asa K. Walker
Ancrum B. Burr
James D. Cumming
Isaac B. Grainger
Jacob Loeb
Wm. M. Poisson

PAINTERS—HOUSE AND SIGN.

Burr Charles E., 116 Market, (up stairs)
Fanning P. W., Front, bt Orange and Ann
Kling Fred'k, cor of Front and Walnut

PAPER HANGINGS AND UPHOLSTERY.

Smith Daniel A., Front, bt Princess and Chesnut
VINCENT N. B , 29 North Front

PHOTOGRAPHERS.

VAN ORSDELL C. M., 115 Market, (up stairs)

PHYSICIANS.

Anderson Edwin A., 213 Market, bt Second and Third
Berry William A., 19 North Front
Bradley Alfred O., Front, bt Dock and Orange
Cutlar Frederick J., 100 Princess, cor of Front
Ertkenker I. F., 103 South Front
Freeman William E., Front, bt Chesnut and Mulberry
King J. Francis, 100 Princess, cor of Front
Langdon Walter R., Market, bt Seventh and Eighth
Love William J., Front, bt Chesnut and Mulberry
McRee James F. Sr., Second, bt Market and Princess
McRee James F. Jr., Front, bt Princess and Chesnut
Robinson J. S., Front, bt Chesnut and Mulberry
Schonwald James T., 102 Princess
Swann John, cor of Third and Dock
Thomas William George, Market, bt Third and Fourth
Walker Joshua C., 106 Princess
Wood Thomas F., 109 Princess, bt Front and Second
Wright Adam E., 213 and 215 Market

PRINTERS—BOOK AND JOB.

Bernard William H., 4 South Water, (up stairs)
ENGELHARD & PRICE, Journal Buildings, 111, 113 and 115 Princess

RESTAURANTS.

BISHOP JOHN, 109 North Water
BROCK & CLIFFORD, 13 North Front
Sherman L. J., 11 South Front
WEBB HARRY, 19 Market

SADDLERY AND HARNESS.

Topham James S., 7 South Front
Wilson James, 14 South Water

SALOONS.

BISHOP JOHN, 109 North Water
BROCK & CLIFFORD, 13 North Front
CORNEHLSON J. H. N., 9 Market
KELLY STEPHEN, 107 North Water
KORDLANDER HENRY, 8 and 10 Dock
Mayer Fred., 4 South Front
Meier Joseph, 18 Dock
Neff Joseph H., 20 South Water
Otten & Gate, 217 North Water
Peden William N., 3 Market
RUNGE G. H. W., 18 North Front
Sherman L. J., 11 South Front
WEBB HARRY, 19 Market

SEWING MACHINES.

SMAW FRANK D., Jr., 7 North Front

SHIP BUILDERS AND MARINE RAILWAYS.

CASSIDEY & BEERY, South Water bt Nun and Church

SOAP MANUFACTURERS.

Preston Geo. C., cor Surry and Castle

STOVE DEALERS.

LAWSON A. W. & CO., 24 North Front
NEFF AARON H., 22 South Front

STEAM SAW AND PLANING MILLS.

Chadbourn James H. & Co., office 7 Dock (up stairs)
KIDDER & MARTIN, office 22 South Water (up stairs)

NORTHROP & CUMMING office 103 N. Water
Parsley O. G., office 129 North Water

SURVEYORS.

JAMES & BROWN, 100 Princess cor Front

SCHOOLS.

BURR MISS KATE and MISS HETTIE JAMES, Market bt Third and Fourth
Hinton Joseph H., cor Front and Walnut
Jewett Geo. W., cor Fourth and Chesnut
Kennedy Miss Kate, Third bt Market and Princess
Meginney L., cor Princess and Fourth
McMILLAN HAMILTON, Third bt Dock and Orange
Morrell Daniel, cor Fourth and Cottage Lane
RANSOM MRS. ROBERT, near cor Third and Orange
Rothwell Mrs. L. P., Third, bt Princess and Chesnut

TIN AND SHEET IRON WORKERS.

LAWSON A. W. & CO., 24 North Front
NEFF AARON H., 22 South Front

TOBACCO AND CIGARS.

BURKHIMER HENRY, 5 Market
LIPPITT JAMES W., 20 North Front
Van Sickle J., 11 Market

UNDERTAKERS.

Copes George S., 27 North Front
SWANN B. F., Princess, bt Third and Fourth

WOOD TURNERS.

Schenck & Servoss, Surry, bt Castle and Queen

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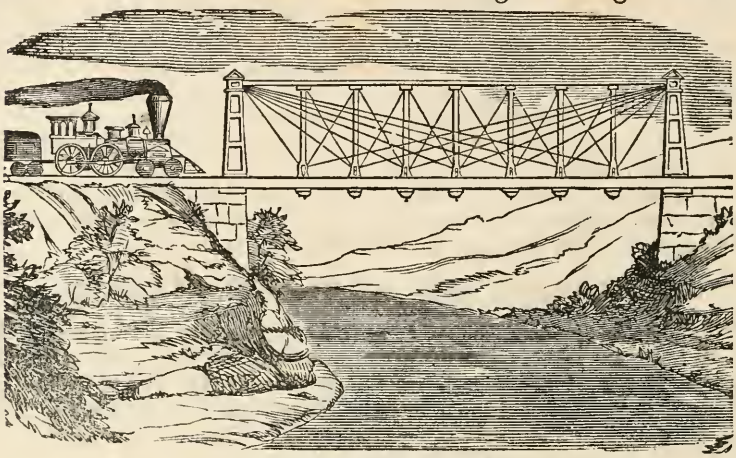

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A. F. RAVENEL, Esq., President North Eastern Railroad, Charleston, S. C.

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Third Ward—William H. Lippitt, Alex. Adrian.
Fourth Ward—Avon E. Hall, William S. Anderson.

Marshal.....Robert Ransom
Deputy Marshal.....Richard J. Jones
Clerk and Treasurer.....T. W. Anderson
Attorney.....William A. Wright
Surveyor.....William H. James
Wood Inspectors—Jno. W. Potter, F. V. B. Yopp, —— Thompson.
Chief of Fire Department.....R. J. Jones
Chief Fire Warden.....B. W. Beery

Fire Wardens.

First Ward—H. Schulken. *Second Ward*—James Shackelford.
Third Ward—B. W. Beery. *Fourth Ward*—W. Burkhimer.

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Secretary and Treasurer.....J. W. Thompson
General Freight Agent ..... Guilford L. Dudley
Superintendent of Transportation.....William Smith
General Ticket Agent and Clerk.....Wm. M. Poisson
Master Mechanic.....Milton M. Hankins

Table of Distances from Wilmington to

North East.....	9	miles	Dudley.....	75	miles
Marlboro'.....	11	"	Goldsboro'.....	84	"
Rocky Point.....	14	"	Nahunta.....	95	"
Asheboro'.....	17	"	Black Creek.....	102	"
Burgaw.....	22	"	Wilson.....	108	"
South Washington.....	29	"	Joyner.....	116	"
Leesburg.....	23	"	Rocky Mount.....	125	"
Teachey's.....	38	"	Battleboro'.....	133	"
Magnolia.....	48	"	Whitaker.....	137	"
Warsaw.....	55	"	Enfield.....	143	"
Faison's.....	63	"	Halifax.....	153	"
Mount Olive.....	70	"	Weldon.....	162	"

Connects at Wilmington with Wilmington and Manchester Railroad; at Goldsboro' with North Carolina Railroad, and Atlantic & N. Carolina Railroad; at Weldon with Raleigh and Gaston Railroad, and the Bay and Annemessix lines going North.

Wilmington and Manchester Railroad.

President.....Henry M. Drane

Directors.

Henry Nutt; Richard Bradley; James G. Burr; A. J. De Rossett; W. E. Mills; J. Eli Gregg; O. G. Parsley; David S. Cowan; J. W. McCall; John Dawson

Officers.

General Superintendent.....William McRae.
Secretary and Treasurer.....Wm. A. Walker.
General Freight Agent.....John L. Cantwell.
Ticket Agent.....Roderick McRae.
Yard Master.....James G. Green.

Table of Distances from Wilmington to

Flemington	34 miles.	Florence	107 miles.
Whiteville	44 "	Timmonsville	119 "
Fair Bluff	63 "	Lynchbuug	127 "
Nichols'	72 "	Mayesville	137 "
Mullins'	78 "	Sumter	146 "
Marion	86 "	Manchester	157 "
Pee Dee	94 "	Kingsville	171 "
Mar's Bluff	101 "		

Connects at Wilmington with the Wilmington and Weldon Railroad, at Florence with the North Eastern Railroad for Charleston, and at Kingsville, with the South Carolina Railroad.

Wilmington, Charlotte and Rutherford Railroad.

President.....Robert H. Cowan.

Directors.

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Officers.

General Superintendent.....Wm. I. Everett.
Secretary and Treasurer.....I. T. Alderman.
Master of Transportation.....Wm. H. Allen.
Freight Agent.....Wm. R. French.
Master Mechanic.....W. A. Gill.

Table of Distances from Wilmington to

Riverside	5 miles.	Moss Neck	76 miles.
North West	15 "	Red Banks	84 "
Marlville	26 "	Shoe Heel	89 "
Rosindale	38 "	Laurinburg	95 "
Brown Maosh	46 "	Laurel Hill	101 "
Bladenboro'	54 "	Sand Hill	110 "
Lumberton	68 "		

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President.....William A. Wright
Cashier.....James G. Burr

Bank Building 14 and 16 North Front Street.

Bank of Wilmington.

President.....George R. French
Cashier.....William L. Smith

Bank Building No. 23 North Front Street.

First National Bank of Wilmington.

President.....Edwin E. Burruss
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Banking House 101 North Front.

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Episcopal (St. James) S. E. cor Market and Third; Rev. A. A. Watson, Rector. Rev. George Patterson, Assistant Rector.

Episcopal, (St. John's) N E corner Red Cross and Third Rev R E Terry, Rector

Lutheran, (unfinished) N E corner of Market and Sixth

Mariner's Church, 13 Dock, Rev J N Andrews, Pastor

Methodist Episcopal, (Front Street) North East cor Front and Walnut, Rev. J. H. Dally, Pastor.

Methodist Episcopal, (Fifth Street) Fifth bt Nun and Church, Rev. J. C. Thomas, Pastor.

Presbyterian, North East cor Third and Orange, Rev. H. L. Singleton, Pastor.

Roman Catholic, (St. Thomas) Dock bt Second and Third, Rev. Dr. Corcoran, Priest.

(For colored persons Churches see Directory.)

PUBLIC BUILDINGS.

City Hall, North East cor Princess and Third
City Market Building, Market bt Water and Front
County Court House, Princess bt Second and Third
County Jail, Princess bt Third and Fourth
Custom House (U. S.) No. 11 North Water
Marine Hospital (U. S.) Eighth bt Ann and Nun
Post Office (U. S.) Custom House Building, 11 North Water
Wilmington Theatre, Princess bt Third and Fourth

SOCIETIES.

Masonic.

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COURTS.

Superior Court Clerk, Horace A. Bagg; Clerk and Master in Equity, Fred. D. Poisson; Chairman County Court, William A. Wright; County Solicitor, John L. Holmes; County Court Clerk, Robert B. Wood, Jr.; Special Magistrate, John J. Conoley; Members of Special Court, Stephen D. Wallace, John A. Taylor, Wm. S. Larkins, John A. Saunders, John D. Powers.

Time of Holding Courts.

Superior Court is held on the 4th Monday in March and September.

Court of Pleas and Quarter Sessions is held on the 2d Monday in March, June, September and December.

Special Magistrate's Court is held daily (Sundays excepted), at 10 o'clock, A. M.

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Comptroller.....Curtis H. Brogden.
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State Printer.....W. E. Pell.
State Librarian.....O. H. Perry.
Superintendent of Public Buildings.....Robert H. Bradley.

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Chief Justice.....R. M. Pearson.
Associate Justices..... W. H. Battle. Edwin G. Reade.
Attorney General.....Sion H. Rogers.
Reporter.....S. F. Philips.
Clerk.....Edmund B. Freeman.
Marshal.....James Litchfield.

Held at Raleigh semi-annually on the second Monday in June and second Monday in December.

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First Circuit.....David A. Barnes.
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Third Circuit.....Daniel G. Fowle.
Fourth Circuit.....Robert P. Gilliam.
Fifth Circuit.....Ralph P. Buxton.
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Eighth Circuit.....A. S. Merrimon.

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Fifth Circuit.....Neill McKay.
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Mebanesville, Alamance county; N. C. R. R., So. Express
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Warsaw, Duplin county; W. & W. R. R., So. Express
Weldon, Halifax county; W. & W. R. R., So. Express, W. D. Whitfield, Agent
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BALTIMORE, Md.

NEW TIDE TABLE.

Ascertain from the Calendar the time the Moon is South, and by adding thereto the hours and minutes in the following table, you will have the time of high water at all the places named below; also the rise of water in feet.

	Hrs. and Min.		Feet.			Hrs. and Min.		Feet.	
Albany, N. Y.	3	30	1		Hell Gate	9	35	6	
Amboy, N. J.	8	15	5		Huntington, L. I.	11	30	5	
Baltimore	6	33	1	3	Islip, L. I.	8	6	6	
Bay of Fundy	12	00	60		Jamaica Bay	8	0	5	
Blue Hill Bay	11	00	12		Kennebunk, Me.	11	15	12	
Boston	11	27	10	6	Kingston, N. Y.	2	30	2	
Bridgeport, Ct.	11	11	6	5	Lubec	11	30	26	
Brunswick, N. J.	9	5	5		Marblehead	11	30	10	
Campo Bello	11	00	25		Martha's Vineyard	7	37		
Cape Ann	11	30	11		*Montauk Point*	8	20	2	
Cape Cod	11	30	6		Mount Desert	11	2	25	9
Cape Fear	7	19	4	5	*Nantucket*	12	24	3	1
Cape Hatteras	9	1	5		Narrows, N. Y.	8	2	6	
Cape Henlopen	5	45	5		*New Bedford*	7	57	3	9
Cape Henry	7	51	6		*New Haven*	11	16	5	6
Castine, Me.	11	00	12		*New London*	9	28	2	6
Charleston	7	26	5	3	*Newport*	7	45	3	9
Eastport, Me.	11	30	15		*New York*	8	13	4	3
Egg Harbor, Great	9	34	5		Norwalk, Conn.	10	54		
Egg Harbor, Little	10	3	5		Norwich	10	56		
Elizabeth Point	8	57	5		*Philadelphia*	1	18	6	0
Fairfield, Conn.	10	58	6		*Portland*	11	25	8	8
Guildford, Conn.	10	28	5		*Portsmouth, N. H.*	11	23	8	6
Halifax, N. S.	7	30	9		Providence	8	25	5	
Hampton, N. H.	11	15	12		Sag Harbor	9	52		
Hampton Roads	8	17	3		*Sandy Hook*	7	29	4	8
Hartford, Conn	9	25			St. John's	12	00	30	

The actual rise of the Tides depends on the strength and direction of the Wind, and it not unfrequently happens that a Tide which would, independently of these, have been small, is higher than another, otherwise much greater. But when a Tide which arrives when the Sun and Moon are in a favorable position for producing a great elevation, is still further increased by a very strong wind, the rise of the water will be uncommonly great, sufficient, perhaps, to cause damage.

The above is corrected from the latest reports of the Superintendent of the United States Coast Survey. But only those ports or places as are indicated by Italics are thus corrected. The others remain as they have been for a long time, and are supposed to be nearly correct.

RATES OF POSTAGE.

DOMESTIC.

All Transient Matter, except duly certified letters of Soldiers and Sailors, must be *prepaid* by stamps.

No package will be forwarded which weighs over four pounds' except books published or circulated by order of Congress.

Valuable Letters may be registered by the payment of a registration fee of 20 cents.

On all letters throughout the United States, 3 cents for each half ounce or fraction thereof.

Drop or Local Letters, 2 cents for each half ounce or fraction thereof; no carrier's fee for delivery.

Printed Books, in one package, to one address, 4 cents for each 4 ounces or fraction thereof.

Circulars, unsealed, not exceeding three in number, to one address, 2 cents; the same rate for every three or less number additional.

On all Transient Newspapers or other Printed Matter, (Books and Circulars excepted,) and on all Seeds, Cuttings, &c., Pamphlets, Book MSS. and Proof Sheets, Maps, Engravings, Blanks, Patterns, Envelopes and Photographs, contained in one package, to one address, 2 cents for each 4 ounces or fraction thereof.

On all matter not above specified, same rate as letters.

FOREIGN.

On Letters to Great Britain and Ireland, single rate 24 cts. Prepayment optional.

To the German States, by Prussian Closed Mail, single rate, 30 cents; prepaid, 28 cents.

On the above the ratings are half ounce or fraction, one rate; over half ounce, but not over one ounce, two rates; and *two* rates for each additional ounce or fraction of an ounce.

To France, 15 cents for each quarter ounce or fraction thereof.

To Canada and New Brunswick, 10 cents per half ounce, any distance. Prepayment optional.

To other British North American Provinces, not over 3,000 miles, 10 cents per half ounce; over 3,000 miles, 15 cents per half ounce. Prepayment optional, except to Newfoundland.

Mercantile Almanac for 1867.

Index.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1	1	32	60	91	121	152	182	213	S	274	305	S
2	2	33	61	92	122	S	183	214	245	275	306	336
3	3	S	S	93	123	154	184	215	246	276	S	337
4	4	35	63	94	124	155	185	S	247	277	308	338
5	5	36	64	95	S	156	186	217	248	278	309	339
6	S	37	65	96	126	157	187	218	249	S	310	340
7	7	38	66	S	127	158	S	219	250	280	311	341
8	8	39	67	98	128	159	189	220	S	281	312	S
9	9	40	68	99	129	S	190	221	252	282	313	343
10	10	S	S	100	130	161	191	222	253	283	S	344
11	11	42	70	101	131	162	192	S	254	284	315	345
12	12	43	71	102	S	163	193	224	255	285	316	346
13	S	44	72	103	133	164	194	225	256	S	317	347
14	14	45	73	S	134	165	S	226	257	287	318	348
15	15	46	74	105	135	166	196	227	S	288	319	S
16	16	47	75	106	136	S	197	228	259	289	320	350
17	17	S	S	107	137	168	198	229	260	290	S	351
18	18	49	77	108	138	169	199	S	261	291	322	352
19	19	50	78	109	S	170	200	231	262	292	323	353
20	S	51	79	110	140	171	201	232	263	S	324	354
21	21	52	80	S	141	172	S	233	264	294	325	355
22	22	53	81	112	142	173	203	234	S	295	326	S
23	23	54	82	113	143	S	204	235	266	296	327	357
24	24	S	S	114	144	175	205	236	267	297	S	358
25	25	56	84	115	145	176	206	S	268	298	329	359
26	26	57	85	116	S	177	207	238	269	299	330	360
27	S	58	86	117	147	178	208	239	270	S	331	361
28	28	59	87	S	148	179	S	240	271	301	332	362
29	29		88	119	149	180	210	241	S	302	333	S
30	30		89	120	150	S	211	242	273	303	334	364
31	31		S		151		212	243		304		365

The letter S denotes the Sundays in each month.

The above note is convenient for finding the maturity of bills or notes. The Index represents the days of the month, and the opposite columns give the days of the year represented by such days of the month. For example:—A note of 60 days, dated January 10th, being the 10th day of the year, as is seen in the January column on a line with January in the Index, by the addition of 63 (including three days of grace) shows the note falls due on the 73d day of the year, which will be found, on reference to the month and the Index, to be Thursday, the 14th day of March.

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DIRECTORY

OF

COLORED PERSONS.

The following is a Directory of the principal portion of the Colored population of the city, engaged in business.

A.

Alderman John, Engineer, Hart & Bailey, r Seventh bt Bladen and Harnet
Alston Mack, Shoemaker, cor Fourth and Red Cross, r same
ANDERSON, The Baggage Man, Head Quarters at Hedrick & Ryan's, No. 7 N. Front, r Front bt Walnut and Red Cross, in rear of B. Flanner's
Arant Wesley, Carpenter, r Nun bt Front and Second
ARTIS ELVIN, Hair Dressing & Shaving Saloon, Nos. 9 & 11 North Front, r cor Seventh and Brunswick
Ashley S. S., Superintendent of Free Schools, r cor Front & Nun
Ashe Elsy, r Eighth bt Princess and Chesnut

B.

Baptist Church, Walnut bt Fourth and Fifth
Berry Robert, Mechanic, W. & W. R. R. r Sixth bt Red Cross and Campbell
Berry John, r Ninth bt Princess and Chesnut
Boon Bennett, Well Diggnr, r Sixth bt Bladen and Harnet

Bradley William, Painter, r Red Cross bt Sixth and Seventh
Brown Mercury, Brick Mason, r Fourth bt Nun and Church
Brown Fred., Grocer, Bladen bt Fourth and Fifth, r same
Brown Robert H., Grocer, 12 and 14 Dock, r Brunswick bt Sixth and Seventh

C.

Churchwell Peter, Shoemaker, Seventh bt Chesnut and Mulberry r same
Cooper Ezekiel, Drayman, r Market bt Seventh and Eighth
Cowan John, Butcher, r cor Ninth and Walnut
Cowan Kate, School Teacher, r cor Second and Mulberry
Cutlar William, Carpenter, r Fourth bt Ann and Nun

D.

Dawson Alonza, Blacksmith, Nut bt Walnut and Red Cross.
Denton Allen, Cook, Brock's Exchange, r Eighth bt Bladen and Harnet
Dickson Edward, Cooper, r Fifth bt Mulberry and Walnut
Dickson Jane, Washerwoman

E.

Eagles Nancy, Huckster, Market House, r Ninth bt Princess and Chesnut
Episcopal Church (St. Pauls) cor Orange and Fourth
Erambert Ben, Blacksmith, r Seventh bt Brunswick and Bladen
EVANS ALLEN, Groceries and Provisions, 117 Market, r bt Chesnut and Mulberry

F.

Finney Robert, Carpenter, r cor Seventh and Bladen
Finney William, Brick Mason, r Brunswick bt Second and Third
Forbes James, Distiller, r Nutt bt Walnut and Red Cross

G.

Green Washington, Carpenter, r McRae bt Mulberry and Walnut
Green James W., Wheelwright, r Fourth bt Nun and Church
Green Henry, Brick Mason, r Fifth bt Nun and Church

H.

Hall Richard, Carpenter, r Bladen bt Second and Third
Hankins Hiram, Cooper, r Wooster bt Sixth and Seventh
Hargrave Alfred, Blacksmith, Market bt Seventh and Eighth, r Princess bt Eighth and Ninth
Hayes Simon, Carpenter, r Third bt Hanover and Brunswick
Hill Edward, Brick Mason, r Norwood Alley, bt Fifth & Sixth
Hill John, Carpenter, r Brunswick bt Fifth and Sixth
Holmes Duncan, Wheelwright, r Sixth bt Brunswick and Bladen
Holmes William, Wagoner, r cor Sixth and Bladen
Holmes Mary, Washer Woman, r Mulberry bt Fourth & Fifth
Hostler George, Shaving Saloon, No. 116 Market, r cor Fifth and Walnut
Howard William, Ship Carpenter, r Eighth bt Chesnut and Mulberry
Howard Miles, Barber, Sylvester Wilson, bds same
Howe Alfred, Contractor and Builder, r cor Third and Queen
Howe Anthony, Carpenter, r Queen bt Third and Fourth

J.

Jackson Robert J., Driver, J. W. Lippitt, 21 Princess, r Third bt Brunswick and Bladen
Jackson George, Carpenter, r cor Walnut and Second
Jackson George, Carpenter, r Fourth bt Mulberry and Walnut
James Jefferson, Shoemaker, cor Second and Chesnut, r Sixth bt Walnut and Red Cross
Johnson John F., Musician, r Fourth bt Ann and Nun
Johnson Frank, Musician, r Seventh bt Red Cross and Campbell
Jones William, Drayman, r Sixth bt Mulberry and Walnut
Jones John B., Shoemaker, Nutt bt Bladen and Harnet, r same

K.

Kellogg Aaron, Carpenter, Sixth bt Walnut and Red Cross
Kellogg John, Carpenter, r cor Walnut and Dickinson
Kellogg John, Carpenter, r cor Front and Castle
King James C., Barber, Elvin Artis, bds same

L.

Lane Elijah, Clerk, Allen Evans, r cor Fourth and Brunswick
Larrington Prince, Barber, 6 South Front, r Fourth bt Nun and Church

Larrington Benjamin, Barber, 132 Market, r Fourth bt Nun and Church
Larrington Simon, Barber, with Benjamin Larrington, bds same

M.

Mabson George L., Painter, r Fifth bt Hanover and Brunswick
Mallett Charles, Carpenter, r cor Third and Walnut
Mallett William, Drayman, r Third bt Mulberry and Walnut
Martin Thomas, Cooper, r cor Sixth and Red Cross
Martin Henry, Barber, Benjamin Larrington
Mason Richard, Barber, Elvin Artis, bds same
McKenzie Thomas, Carpenter, r McRae bt Mulberry and Walnut
McFarland John, Brick Mason, r Red Cross bt Sixth and Seventh
Merrick Samuel, Brick Mason, r McRae bt Mulberry and Walnut
Miller Elijah, Grocer, cor Fourth and Hanover r same
Miller William, Cooper, r Sixth bt Walnut and Red Cross
Miller Edgar, Waiter, r cor Sixth and Bladen
Mitchell James, Barber, 7 Nutt, r same
Mitchell Joseph, Drayman, r Ann bt Third and Fourth
Moore Joshua, Distiller, r Castle bt Fourth and Fifth
Moore George, Carpenter, r Fifth bt Mulberry and Walnut
Moore William Painter, bds George Moore.
Morris William, Laborer, r Princess bt Eleventh and Twelfth

N.

Nash Solomon, Carpenter, r Walnut bt Second and Third
Nash Charles, Carpenter, r cor Fifth and Brunswick
Nash James, Carpenter, r cor Seventh and Brunswick

O.

Owen David, Blacksmith, r cor Seventh and Walnut

P.

Parker Henry, Shoemaker, cor Front and Nun, r same
Payne Festus, Barber, with George Hostler
Payne Thomas, Carpenter, r cor Sixth and Bladen
Payne Samuel, Carpenter, r cor Fifth and Ann
Payne Francis, Carpenter, r Walnut bt Third and Fourth
Pearson John, Mechanic, r Chesnut bt Ninth and Tenth

Purnell Allen, Brick Maker, r Princess bt Eleventh and Twelfth
Presbyterian Chapel, Chesnut bt Seventh and Eighth

R.

Ratcliffe James, Barber, with Prince Larrington, r Eighth bt Wooster and Dawson
Reid Samuel, Brick Mason, r cor Fifth and Brunswick
Reid Edward, Barber, City Hotel, r cor Tenth and Wooster
Richardson James, Tinner, Aaron H. Neff, r Third bt Ann and Nun
RIVERA THOMAS, Groceries and Provisions, 22 N. Front, r Mulberry bt Fourth and Fifth
Robinson Edward, Painter, r Mulberry bt Sixth and Seventh
Robinson Evans, Shoemaker, Walnut bt Fourth and Fifth, r same
Robinson George W. Shoemaker, Princess bt Third and Fourth, r Fourth bt Brunswick and Bladen
Rourk Gamalia, Dyer, r Fifth bt Mulberry and Walnut

S.

Sampson Cornelius, Preacher, r Anderson bt Chesnut and Mulberry
Sampson Aaron, Carpenter, r Red Cross bt Sixth and Seventh
Shaw Benjamin, Grocer, cor Hanover and Fourth, r same
Shaw James, Carpenter, r Princess bt Eleventh and Twelfth
Smith Daniel M., Carpenter, r Sixth bt Brunswick and Bladen
Smith Robert, Wheelwright, r cor Sixth and Brunswick
Spicer Isaac, Blacksmith, W. & M, R. R. r cor Front & Meares
Stately Benjamin, Carpenter, r cor Sixth and Brunswick
Stewart —— Painter r Third bt Brunswick and Bladen

T.

Taylor Henry, Grocer, Nutt bt Walnut and Red Cross, r same
Taylor James, Shoemaker, J. G. Voss, bds Chesnut bt Second and Third
Thomas Washington, Physician, r cor Sixth and Bladen
Tucker William, Grocer, Fifth bt Brunswick and Bladen, r same
Tucker Henry, Carpenter, r McRae bt Mulberry and Walnut
Turner Henry, Drayman, r Sixth bt Mulberry and Walnut
Tyler William, Carpenter, r cor Seventh and Walnut

W.

Waddell John, Brick Mason, r Third bt Castle and Church
Walker John, Carpenter, r Fourth bt Mulberry and Walnut
Walker Hector, Cooper, r Surry bt Queen and Wooster
Watters Scipio, Grocer, Sixth bt Hanover and Brunswick, r same
Watters Richard, Blacksmith, r Sixth bt Brunswick & Bladen
Williams John, Mechanic, Clarendon Iron Works, r cor Third and Chesnut
Wilson Sylvester, Barber, r cor Second. and Chesnut
Wright John H., Clerk, Robert H. Brown, r Orange bt Second and Third

MEMBERS OF FIRE ENGINE COMPANY No. 1.

Engine House, Third Street, opposite City Hall.

Foreman.....S. W. Nash
First Assistant Foreman.....J. H. Howe
Second Assistant Foreman.....Marcus Johnson
Secretary.....J. H. Wright
Assistant Secretary.....J. W. Nash

FIREMEN.

Artis Champ
Ashe Edward
Ashe Joseph A.
Bird Kinyon
Bradley Henry
Bradley Peter
Bradley William
Brewington Henry
Brown Alex.
Brown Thomas
Brown David
Brownell Thomas
Burnett John
Cowan William
Currie Eli
Davis Abraham
Davis John
Davis George
Davis J. D.
Devane Ward
Johnson William
Johnson Dover
Johnson John F.
Johnson George W.
Jones Abraham
Jones James
Jones Isaac
Jordan Alfred
Lewis William
Lewis James
Lewis John
Lowery James
Mallet Charles
Manuel Frank
Martin Young
McNeill Washington
McKenzie Sidney
McKenzie Abraham
Mitchell Nathan
Moore Thomas

Dickinson John
Dry James
Dry John
Foy William
Gause Samuel
Gause Josiah
Green James
Green Richard
Guyer George W.
Haines Austin
Hall Fred.
Hall Thomas
Harriss Robert
Harriss James H.
Holland Joshua
Howard Washington
Howard Edward
Howe Valentine
Howe John P.
Huggins Benjamin
Hunter John W.
Moore Robert
Nash John
Nash Charles
Nixon John
Payne J. P,
Phillips John
Phillips Frank
Rayford John
Rhone Edward
Richardson Atwell
Robinson Benjamin
Robinson David
Sawyer Albert
Stewart William A.
Thompson Albert
Waddell William
Walker Henry
Wiggins David
Williams Simon
Young M.

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Engine House Southeast Corner of Front and Nun.

Foreman.....Richard Jones
Assistant Foreman.....Henry Toomer
Foreman of Hose..... John Stewart
President.....Emanuel Jones
Secretary.....W. G. Hoskins
Treasurer.....Alex. Love

FIREMEN.

Avant W.
Baker E.
Bernard B.
Bland J.
Bouziler W.
Brown M.
Bute J.
Davis L.
Davis H.
McKoy H.
McMillan W.
Merrick J.
Mitchell R.
Moseley S.
Neill J.
Newkirk T.
Nicholls J.
Parker D.

Douglas J.
Dry B.
Fobbs J.
Fonville H.
Freeman A.
Gause E.
Gause L.
Hall D.
Hall J.
Ivory J.
Jones W.
Kelley W.
Parker H.
Price C.
Rufus C.
Sterling J.
Stewart S.
Stowe R.
Strudwick J.
Travis S.
Walker D.
Whitney W. J.
Williams O.
Wright H.

MEMBERS OF THE VIGILANT FIRE COMPANY, No. 3.

Engine House, Second Street, between Market and Dock.

Foreman.....James Richardson
First Assistant Foreman.....R. Johnson
Second Assistant Foreman.....J. Haywood

FIREMEN.

Alderman John
Batson George
Bird Lewis
Bird Edward
Bishop William
Buritt John
Campbell Richard
Campbell William
Carr Isham
Chadbourn James
Clinton James
Connor Alex.
Cornell Sandy
Cowan John
Cutlar J.
Dasher Thomas
Davis Hector
Foster Anthony
George Lewis
Hayes William
Hill Joseph
Hill William
Holden Duncan
Jones Alex.
Jones Sandy
Jones Stephen
Kone Benjamin
Lain Benjamin
Mack R.
Martin S. H.
McNeill Thomas
Mesic M.
Moore Benjamin
Morse Joseph
Myers William
Nixon Lewis
Peden S.
Peroins Jesse
Quince Damon
Robinson George
Robinson James
Robinson Virgil
Roberts James R.
Scott Isham
Shaw John
Toomer Scipio

Jackson John
Jenkins President
Johnson Mark
Johnson Sandy
Johnson Alfred
Johnson George
Jones William
Torror John
Weaton Robert
Whit ey Samuel
Wilber John
Wilkins William
Willis Aaron

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Engine House, Fourth Street, Between Bladen and Brunswick.

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Assistant Foreman.....T. W. Moore
Foreman of Hose.....W. H. Howe
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Secretary.....W. H. Merrick
Treasurer.....Archey Walker
Pipemen.....James Mack and Abraham Betts
Engineer.....Roger Hazell
Drummer.....James H. Thomas

FIREMEN.

Anderson Charles
Anderson Andrew
Armons Jupiter
Baker Henry
Blakely Ambrose
Bolding Wm.
Burke Joseph
Burnett John
Campbell Wm
Campbell R. H.
Clarke James
Collins President
Davis Robert
Deal James
Devane John
Edwards Henry
Greene Joshua
Haggett George
Hall Duncan
Hays Wm.
Haywood Wm.
Hill Andrew
Hooper Cass
Hooper Wm.
Johnson Frank
Knight Amos
Lewis George
Mack Cato
Mack Jerry
McCalister Robert
McDonald Churchwell
McRae Alfred
Moseley David L
Moseley Zeb.
Nash Henry
Nixon Richard
Norton Samuel
Owens Thomas
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Alfred H. Powell, M. D., (late Surg. C. S. A.,) Adjunct to Prof. of Surgery.
Chas. M. Morfit, M. D., (late Surg. C. S. N.,) Adjunct to the Professor of the Practice of Medicine.
Thurmer H. Wingfield, M. D., (late Surg. C. S. A.,) Adjunct to Prof. of Physiology.
Harvey L. Byrd, M. D., Dean of the Faculty.

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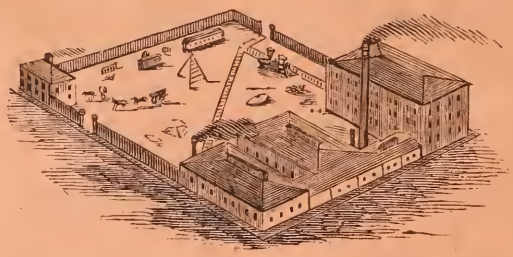

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